



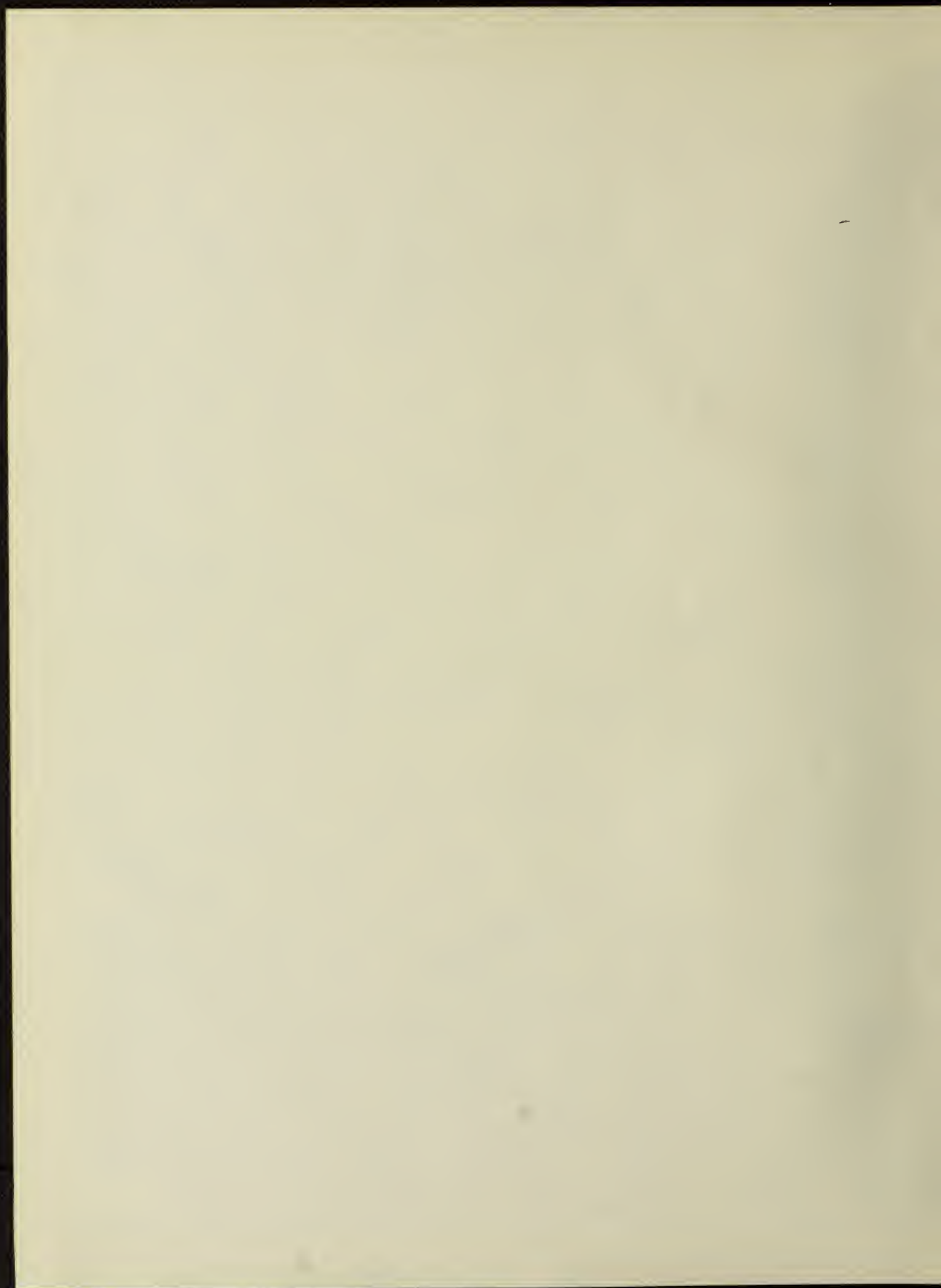
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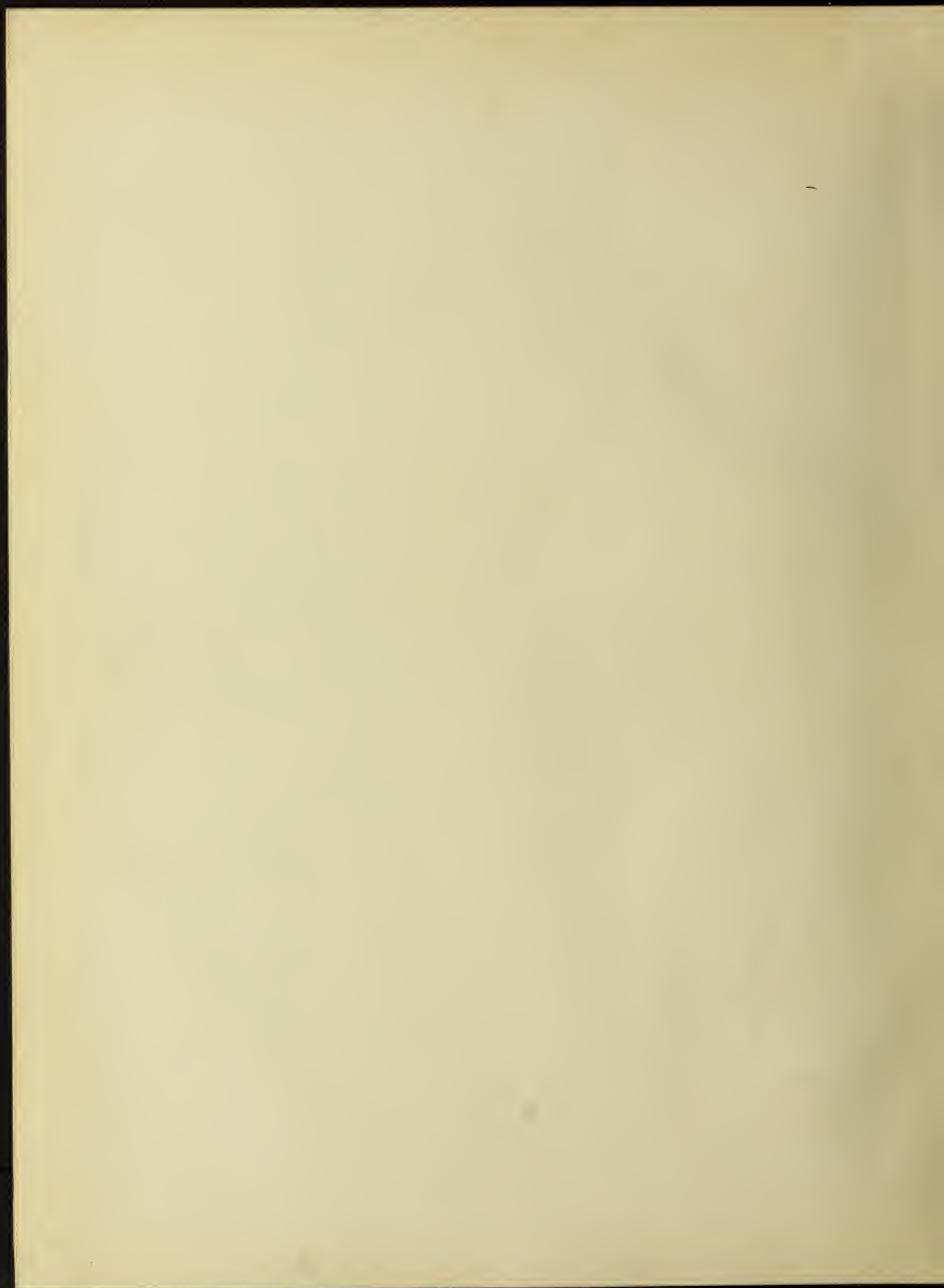
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THE AIR RESERVIST

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AIR RESERVE — GOC CAN HELP STOP THIS

JANUARY 1954

see page 4

Symbol of Air Power

AIR FORCE ASSOCIATION

By General George C. Kenney, USAF-Retired

President, Air Force Association



General Kenney.

THIS is an opportune time to tell you Air Reservists about the Air Force Association. For something happened recently which I think is of tremendous importance to the nation, to the Air Reservist, and to the Air Force itself, as well as to AFA.

On October 31st Frank McCoy and I signed an agreement which formally merged the Air Reserve Association and the Air Force Association. Frank, as you probably know, was president of ARA up to the time of the merger.

I think that agreement is one of the most important documents I ever signed. The reason I think so is best expressed, in my opinion, in an article in *Air Force Times* announcing the merger. This article stated that the Air Force Association "now becomes the only national organization devoted to the civilian aspects of military aviation and the protection of Air Force, Air Reserve and Air Guard benefits and programs. . . ." Yes, we now have a united front to present to the public, to the Congress and to the Pentagon. As a result of the merger, I think we in the Air Force Association now have more to offer you Air Reservists than ever before.

Led by Reservists. Our leadership has always been closely allied with the Reserve. Jimmy Doolittle, who as a lieutenant general is the highest ranking Air Force Reservist, was our first president. He still serves on the board of directors. Our chairman of the Board, Art Kelly, is a Reserve officer. All six of our past presidents are members of the Air Force Reserve. Other Reservists serve on our board. But I consider equally important the fact that more than half our membership presently consists of enlisted men or ex-enlisted men. With the shortage of airmen, one

of the most pressing problems in the present Reserve program, I think AFA possesses a wealth of talent to draw upon in an attempt to solve it.

Dedicated to the proposition of keeping America strong in the air, the Air Force Association was formed back in 1946. It is "an independent, non-profit airpower organization with no personal, political or commercial axes to grind." Our three specific objectives are equally simple:

- To assist in obtaining and maintaining adequate airpower for national security and world peace.
- To preserve and foster the spirit of fellowship among former and present members of the Air Force.
- To be of service to our members in providing personal information on service and fraternal matters.

Enlarged Activities. In regard to the latter, the recent merger with the Air Reserve Association will enable us to enlarge our activities in the personal service field in order to service adequately members of the civilian components of the Air Force. With this end in view, we are engaging, at our national headquarters in Washington, a full-time specialist to handle Reserve affairs. He will function solely in the interest of Air Reservists and Air National Guardsmen. We have also established the National Air Reserve Council, composed of the former leaders of ARA, to aid us in formulating sound Reserve policies. And the merger makes it possible for us to devote more space to Reserve affairs in *Air Force Magazine*, our official journal.

As Reservists, you are entitled, for the low annual dues of \$5.00, to active membership in our organization. Here's what you get for your five dollars:

1. A 12-month subscription to *Air Force Magazine*. You're probably familiar with it, but have you seen it lately? It's bigger and better than ever, almost double the size of a few years ago.



2. A handsome AFA lapel insignia, membership card and a decal for your car.

3. The right to join, or to help form, a local AFA Squadron or Flight.

4. Unlimited use of AFA's Personal Service Department.

5. Individual attention to your Air Reserve problems.

6. The right to vote in AFA's national elections.

7. The privilege of purchasing, if you wish, AFA's low-cost travel-accident insurance.

Others find that *Air Force Magazine* is well worth the price of admission. *Air Force* has gained a reputation over the years of being first with the inside news in military aviation. It is consistently quoted, month after month, in newspapers and magazines, on radio and television, and in the Congressional Record.

Annual re-union. Another feature of AFA is its annual convention and re-union. (Omaha, home of the Strategic Air Command, will be the 1954 convention city.)

Last August the delegates adopted a Statement of Policy which drew this comment from Wayne Parrish, editor and publisher of *American Aviation Magazine*:

"Here is a statesmanlike doctrine for airpower which stands high above the petty service rivalries which temper so many similar policies. Here is a working program for the good of the services and the nation which speaks not only with unaccustomed clarity about airpower requirements in the H-Bomb era, but offers concrete proposals by which airpower can be implemented . . . AFA can be proud of its youthful record."

We are proud of our record. And we'd like every Air Reservist to feel that he is a part of AFA.

NEXT MONTH: The National Guard Association.

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Season's Greetings

To Reserve Officers and Airmen of the Air Force:

It is with deep pleasure and in all sincerity that I extend to all Reservists of the Air Force and their families my warmest wishes for a Happy and Prosperous New Year.

It is fitting, also, that I express at this time admiration and gratification for your many past contributions to the Reserve program. I pledge continuing diligent support to the part all of you play in the development of a strong and nationally protective Reserve air arm.

LEON W. JOHNSON

Lt Gen. USAF

Commander, ConAC



1st Lts William (L) and James Hise, 26-year-old Air Guardsmen of Washington, DC discuss administrative procedures of their outfit, the 113th Fighter Bomber Wg.

Twins Got Twin Korean Orders, Still Get Them

TWIN MINUTEMEN, who came to active duty with their Air National Guard unit in 1951 and subsequently saw what combat in Korea looked like as a two-man team, have re-affiliated with the jet-flying 113th Fighter-Bomber Wing of the District of Columbia.

The two look-alikes are James and William Hise, of Washington, DC.

And, contrary to most people, they have no complaint when they receive a duplicate set of orders. In fact that is the way they prefer to receive orders, even if it requires a stint in Korea. As it did in 1951.

The big crisis came in the spring of '51 when James was ordered to Newfoundland and William to Korea. Never

having been separated before, the twins talked to Col Melvin C. Garlow, former senior District ANG officer, who then was commander of the District's 113th Ftr-Bmr Wg on active duty.

Colonel Garlow persuaded the Air Defense Command to revoke the orders pending a decision. Finally ADC ordered them both to Korea.

Serving in Korea with the 4th Ftr-Interceptor Wg, James became the wing's legal officer and, William, the intelligence officer. For their work in the Korean conflict, William was awarded the Bronze Star and James the Commendation Ribbon.

During World War II, the twins were drafted while attending Southern Illinois University, and served together for about a year. Separated from service on the same day, they returned to college and later received their bachelor or arts degrees. William earned a master's degree in political science while James attended the university's law school. When James transferred to George Washington Law School, William too came to Washington, D. C.

Together they joined the District ANG as second lieutenants in January 1951, only a month before the unit was called to active military service.

On release from active service, the twins re-joined the 113th. James now commands the Air Police Squadron and William is adjutant of the Maintenance and Supply Group.

When William gets his law degree from George Washington Univ in June 1954, the twins hope to hang out a "Hise & Hise" shingle. And they hope to continue to receive those duplicate orders. In fact, they don't propose to become separated again.



You, Too, Can Check It

By Tom Lenahan,
Associate Editor

"Don't Let This Happen Here!"

The inscription was rudely hand-lettered in red crayon on the shack wall. Above it was tacked the yellowed photograph of a bomb-leveled street in Japan, razored from vintage newsprint.

The approaching drone of a skyborne engine seeped through the open windows. Chairs suddenly scraped on the roughly-hewn floor. The shack's occupants, two male teenagers in dark green uniforms, bounded to the open door. Youthfully alert eyes swept darkening sky. One youngster pin-pointed the on-coming plane with diagonally up-raised arm, spoke sidemouthed. His companion jotted rapid notes on a sheet marked "Aircraft Flash Message Form No. 6-3."

"Go Ahead." The writer jerked a phone instrument from the shack's lone desk, muttered mouthpieceward. The awaited words came from the line's other terminal as the plane was directly opposite the shack, "Air Defense, go ahead."

"Aircraft flash," the youngster snapped. "One—bi-motor—low—no delay—Papa Quebec two four red—north—one—flying southeast!"

Then the concluding "Check, thank you," from the Filter Center end of the line. Then green-shirted youths returned to chairs inside the shack.

Thus was the flight of another aircraft over the city of Eau Claire reported

by volunteer plane spotters of the Ground Observer Corps to the ever-alert Air Defense Command.

Eau Claire, progressive American city in the 35,000-population class, is in northwest Wisconsin. It is 135 miles south of this country's Lake Superior-washed frontier. Figuratively, it is a freckle on the upper spine of the United States.

It is across this upper spine that the flight path of an Arctic-originated airborne attack could logically come—diagonally aimed at Chicago, Detroit, Pittsburgh, even Philadelphia and New York.

One of the boys glanced at his wrist. "That old DC-3 airliner is 10 minutes late," he said.

"Reporting regular passenger runs over and over again sometimes seems a bore," the other replied.

Enemy in disguise. The first boy looked shocked. "It could be a disguised enemy," he said, glancing meaningfully at the tacked-up news photo. "One atom bomb did that. We report 'em all so it won't happen here!"

"Only kidding," laughed the other. "I know the regulations too."

The tall youngster is Jan Peterson; the shorter, John Turk. They were on their regular two-hour Saturday evening skywatch as members of the Ground Observer Corps, civilian-volunteer-manned joint Air Force-Civil Defense organization. Green uniforms indicated another affiliation—the Explorers of the Boy Scouts of America.

The shack is the only GOC Observation Post in Eau Claire. It is perched atop the city's highest roof, that of the Eau Claire high school. Its reporting area includes all aircraft within a 5-mile radius area.

The lonely vigil of John Turk and

Jan Peterson bespoke the patriotism of the GOC organization. Their other affiliation echoed the Explorers' traditional devotion to service of community and nation. But John Turk and Jan Peterson guarded the lethal airplanes out of the secretive Arctic primarily because of the quietly active citizenship of a handful of AF Reservists.

Late in 1952, Lt Col James Kalman, then commander of the 9149th VART Group at St. Paul, directed his squadron commanders to appoint Explorer project officers within their respective units.

Civic-minded Reservists. His action, taken voluntarily under ConAC Reg 45-8 was prompted by the urgings of a few civic-minded officers in his organization, among them 1st Lt Amos Golisch of the 9712th VART Squadron, Eau Claire.

Lieutenant Golisch, mechanical engineer and woodcraft hobbyist, the long been active in the BSA as a scoutmaster. A natural for the job, he was named Explorer project officer of his unit.

For months, he had been visualizing establishment of an Explorer post in Eau Claire under sponsorship of the VARTU as recommended in ConAC Reg 45-8. His initial step was to interest Capt Arthur E. Petzold, Eau Claire optometrist and the VARTU executive officer, in the project. Then approval of the VARTU commander, at the time, Maj Ernest W. Mercier, and the local BSA council was obtained.

When the Explorer post charter was issued to the VART squadron last spring, the required Explorer Unit committee of Reservists appointed by Major Mercier immediately designated Captain Petzold and Lieutenant Golisch Explorer post advisor and assistant advisor respectively.

Steady growth. A small group of youths between age 14 and 18, some with previous scouting experience, was quickly attracted to the new Explorer post, and formed its nucleus. Steadily its membership increased until now it numbers almost 25.

As authorized by AF Reg 45-15, Captain Petzold and Lieutenant Golisch earn Reserve inactive duty training participation points, over and above the minimum which must be earned at regular VARTU drills, by performing advisory and instructional assignments with the Explorers.

Moreover, the latter, who is VARTU training officer, quickly recognized the point-earning opportunities open to other squadron members acting as Explorer instructors. Encouraged by him, over a dozen Reservists, whose AF spe-



cialties are related to technical subjects in the Explorer advancement program, have since participated.

Inversely, this has helped the Reservists beyond mere point earning. "They've learned that the Explorers are very sharp," Lieutenant Golisch explained. "They've got to study lecture material thoroughly or the youngsters will make them look bad. This enforced 'cramming' has made our lecturers virtually experts in their fields."

Perhaps the greatest service that Reservists Petzold and Golisch have rendered to the Explorers, their community, and the nation was interesting the youngsters in the GOC.

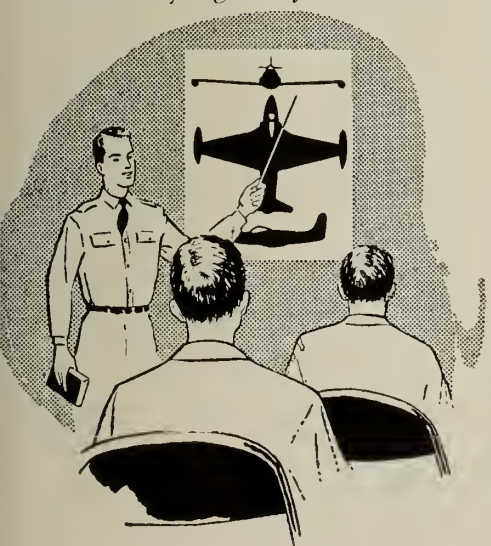
From local GOC Supervisor John Thorngate, they learned that the GOC observation post generally was unmanned during adult-busy late afternoon and early evening hours. The Reservists immediately thought of the Explorers and suggested them to the receptive Mr. Thorngate.

High rating. When the idea was relayed to the boys, they responded en masse. All now perform a weekly two-hour skywatch in the observation post. Chief Observer John Proctor says they are "faithful and efficient Ground Observers."

With the cooperation of Maj Fred D. Stockdale, personable Tenth AF Staff Explorer Officer, Reservists Petzold and Golisch recently arranged an overnight Explorer encampment and GOC indoctrination visit at ADC's Wold-Chamberlain Airport, Minneapolis. Major Stockdale, Missouri-born Reservist and former BSA Executive, is responsible for supervision of all AF cooperation with Explorers in Minnesota, the Dakotas, eastern Montana, and western Wisconsin.

At Wold-Chamberlain, the Eau Claire Explorers saw in action three links in the

Continued page 6



AFRes-GOC Cooperation

Continued from page 5

Air Defense system. Visited were the Minneapolis Filter Center, 31st Air Defense Division Control Center, and 18th Fighter Interceptor Sq. Later they visited an Early Warning and Ground Controlled Intercept radar station which, combined with volunteer ground observers, comprise a fourth link in the warning system.

Major Stockdale includes the Minneapolis air defense unit orientation "tour" in the program of all Explorer contingents encamping each weekend at Wold-Chamberlain. In the last year, he has learned that Explorers subsequently assumed GOC duties in several cities, including Mankato, Bismarck, and Fargo, and he has received "interested" inquiries on GOC participation from BSA executives in Minot, Grand Forks, Superior, and other towns in his area.

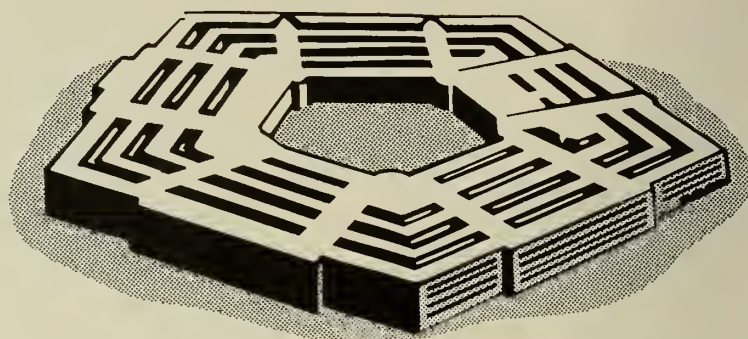
Helps AF's Mission. Attraction of Explorers to GOC in the Middle Western northland reflects similar recent trends throughout all sections of the country. The BSA authorizes this activity since it dovetails with the Explorers' basic concept of "service in a responsible capacity." The two related major AF commands, ConAC and ADC, beyond their natural interest in cooperating with organized youth activities, have encouraged it because it is a definite aid in the accomplishment of their respective missions.

ADC has recognized the valuable contribution performable by Reservists in the role of much-needed GOC instructors by originating plans for their participation in this inactive-duty point-earning activity as ADC mobilization training designees. Program details, when finalized, will be carried in *The AIR RESERVIST*.

President Eisenhower recently aroused new interest in GOC when he appealed personally for 300,000 more volunteers needed for round-the-clock sky coverage. In his message, he saluted "Ground Observers for their patience, perseverance, and patriotism."

It's pleasant to imagine that the President may have been thinking of pioneer AF Reserve-Explorer-GOC efforts—originated by Reservists themselves—like the homeland-loving little band of skywatchers in energetic Eau Claire, Wis. More patriotic citizens like them, can help the Air Force to make sure "it doesn't happen here."

PENTAGON PORTRAIT



Probably the world's largest beverage business under one roof goes on at the Pentagon in Washington where the 30,000 employees of the Defense Department spend an estimated three-quarters of a million dollars annually just to quench their thirst.

During an average work day Pentagon personnel consume 35,000 cups of coffee, 3,800 quarts of milk, and 7,000 soft drinks.

But the mere fact that the mammoth building wins the beverage-selling prize is only a sidelight. It wins hands down almost any building comparison when it comes to vastness and bigness.

As the world's largest office building, it is twice as large as the Merchandise Mart in Chicago and has three times the floor space of the Empire State Building, New York. The National Capitol would fit into any one of its five wedge-shaped sections.

Its total covered area is 6,218,027 square feet. Net assignable space for offices, concessions, and storage is 3,695,130 square feet. Space used for offices totals 2,605,429 square feet.

The Pentagon has 7,600 windows. It has 63,000 light fixtures which require 900 electric light bulbs as replacements each day. Operation, maintenance, and repair of the building and its equipment require the services of 600 persons including carpenters, painters, elec-

tricians, sign painters, locksmiths, elevator mechanics, and pneumatic tube repairmen.

Surrounded by 200 acres of lawns and terraces, the Pentagon itself covers 3.4 acres. It has five floors, a mezzanine, and a basement. Its five concentric rings are connected by ten spoke-like corridors.

Interior temperature control, winter and summer, is assisted by strategically located electronic cells on the roof.

Framework of the building is steel reinforced concrete. Outside exposed walls are of monolithic architectural concrete. The mile-around perimeter wall is faced with limestone. The building rests on 41,492 concrete piles resting in man-made ground. Some 430,000 cubic yards of concrete were required, for which 680,000 tons of sand and gravel were dredged from the nearby Potomac River. More than five and one-half million cubic yards of earth were moved in grading the site.

The Pentagon, including outside facilities, was designed and constructed in 16 months and was completed on 15 January 1943 at a cost of \$83 million. At one time, 13,000 workers were employed in its construction on a 24-hour schedule.

The total length of the corridors is 17 and one-half miles. Nevertheless, the maximum distance between any two rooms is only 1,800 feet, about a six-minute walk.



For the Wife and Kids

AN ANNUITY PLAN

AIR RESERVISTS, Guardsmen, and all other military personnel may join a newly established annuity plan which will enable them to share benefits of retired pay with their survivors.

A Reservist electing to join the plan will receive reduced retired pay during his lifetime in order that his widow or children, or both, may have continuing incomes after his death. A member of the plan may choose for his survivors an annuity amounting to either one-eighth, one-fourth, or one-half of his reduced retired pay.

This contributory plan was set up under provisions of the Uniformed Services Contingency Option Act of 1953 which became effective November 1.

Applies to many. The Act applies to all categories of military personnel of the Reserve and Regular Components of the Army, Navy, Air Force, Marine Corps, Coast Guard, Coast and Geodetic Survey, and Public Health Service.

The decision as to whether a Reservist desires to participate in the annuity plan must be made considerably in advance of the actual time of retirement. However, deductions are not made until the insured is retired. The Act provides that application *must* be made before reaching 18 years' longevity service. Failure to execute the required option within the applicable deadline will thereafter permanently bar the Reservist from benefits of the plan.

Personnel with *more* than 18 years of service and those in the Retired Reserve may qualify for the plan IF they execute the required forms by 30 Apr 54.

Only two reasons will be considered as exceptions to the 18-year-service rule. They are:

(1) A person who is a prisoner of war or missing in action at the time he becomes eligible for retirement. He has six months after repatriation or return

to his uniformed service to decide

(2) A person who retires as the result of physical disability before completing 18 years' service. He must decide what to do at the time he retires.

Detailed provisions of the plan are being worked out by the Directorate of Military Personnel, Hq USAF. As soon as full information is available, the Continental Air Command numbered air forces and subordinate units will issue instructions and application forms to Reservists not on active duty.

All Reservists will be requested to execute a form stating whether they wish to enter the plan. Members will be given four basic options. Under any of these options, a member will agree to take a reduced amount of retired pay as he may specify at the time of election. Upon death of the insured, the widow (or other beneficiaries) will receive the specified percentage of reduced retired pay.

Members of the plan may choose from the following annuities or a combination of any:

(1) An annuity payable to or on behalf of his widow, the annuity to terminate upon her death or remarriage, whichever first occurs.

(2) Annuity for a surviving child or children, payable to children already born and living at retirement time, for future retirees; children born and living at effective date of the law, for those previously retired.

(3) An annuity payable to or on behalf of his widow and surviving children, the annuity to terminate upon the death or remarriage of the widow, or, if later, on the first day of the month in which there were no surviving children under 18 and unmarried.

(4) An annuity to cover the contingency of the beneficiary's dying before the retired member. This one may in-

clude the terms of either Option 1, 2, or 3, with the added provision that no further deductions will be made in the retiree's pay after beneficiary's death.

The plan is based on the fact that the average person in the service who retires will draw a given amount of retired pay before his death—some more, because of normal longevity; some less, because of premature death. The plan is designed to be self-financing, and rates will be determined on beneficiaries' age and sex as well as those of the insured.

Figures cited. Here are some approximate figures, as cited by the House Armed Services Committee, all where the retired person chose the maximum annuity of one-half of his retired pay as reduced:

For options 3 and 4, retired man, age 45, wife 40, child of 5, gross annual retired pay of \$3,500; deductions of 10.90 percent, or \$381.50, leaving \$3,118.50; annuity to wife and child, \$1,559.25.

The same person, for option 3 alone, would pay only 10.29 percent or \$360.15, and the annuity would be half of the remaining \$3,139.85 or about \$1,569.93. But if beneficiaries died first, no others could be named—and deductions would not stop. It is important to note that should Option 1, 2, 3 or any combination of same be selected *without* inclusion of Option 4, the member's deduction from retired pay remains in effect until death—regardless of the ineligibility of survivors.

Once made, an election by an active member could be modified or revoked at any time up to retirement, but the change would not be effective if the member retired within five years of making it. If a member asks to be withdrawn from the plan, he can not alter this decision, nor again be covered under the plan. A refusal to participate is final. The election made by a retired member is irrevocable.

Can You Qualify For A RESERVE PROMOTION?

Airmen

A NEW POLICY, designed to advance eligible Air Force Reserve airmen best qualified for promotion to meet Reserve manning requirements, has been announced by Headquarters USAF.

The new promotion standards are published in AF Regulation 39-58 and are applicable to all Reserve airmen not on EAD, except those assigned to the Nonaffiliated Reserve Section and the Ineligible Reserve Section.

To be eligible for promotion, a Reserve airman must be in promotable status and meet AF specialty and time-in-grade criteria. Moreover, a position vacancy must exist in the next higher grade and corresponding AF specialty, unless assignment is to an STC on non-pay status or to a VART unit.

Promotions are limited to one-grade advancements at a time.

A Reserve airman is in promotable status when he has earned after 1 July

man must have a primary or additional AFSC, established by AF regulations of the 35-400 series or AF Manual 35-1, and appropriate to the next higher grade.

Minimum time-in-grade requirements for promotion are: to M Sgt, 24 months as T Sgt; to T Sgt, 21 months as S Sgt; to S Sgt, 18 months as A/1c; to A/1c, 12 months as A/2c; to A/2c, 8 months as A/3c; to A/3c, 6 months as basic airman. This aligns time-in-grade requirements for non-EAD Reservists with those of active duty airmen.

Time-in-grade served on EAD after 1 July 49 will be credited as double time. Time-in-grade alone, however, is no guarantee of promotion.

Promotion of airmen assigned to STCS on a non-pay status will be limited by the applicable space and grade authorization voucher.

Airman promotions within a VARTU will not exceed AF-wide assigned VARTU strength percentages as follows: to M Sgt, 10 percent; to T Sgt, 16 percent; to S Sgt, 24 percent; to A/1c, 25 percent. VARTU percentage limitations are waived for promotion to A/2c and A/3c.

Reserve unit commanders are responsible for the submission of promotion recommendations, through channels, to the Regular AF unit authorized to accomplish promotions by the major air commander concerned.

Officers

ONE OF TWO recent developments in the officer-promotion picture has liberalized advancement requirements for those assigned to Reserve wings and mobilization positions.

USAF has announced that officers in combat, combat support, and flying training wings, and mobilization assignee and

designee positions may now be considered for promotion on completion of the following minimum years of promotion service in an equivalent or higher grade: from 1st Lt to Capt, 2 years; Capt to Maj, 4 years; Maj to Lt Col, 4 years; Lt Col to Col, 3 years.

Requirements for promotion of 2nd Lts to 1st Lt remain unchanged at 3 years.

The new policy lowers previous requirements in all affected grades except Lt Col by two years. Requirements for promotion to Col have been cut one year.

Provisions of the revised promotion policy are being published in an amendment to AFR 36-68.

In another recent development, ConAC announced that final action on officer promotions ceased at its four numbered AF headquarters on 30 Nov 53. All promotion recommendations received after 25 Nov 53 by ConAC AFs from Reserve units, except VARTUs, will be forwarded to the Air Reserve Records Center as uncompleted administrative action. Promotion action on these recommendations will be taken by ARRC on and after 1 Mar 54.

Selection unit. Final processing and selection on promotion recommendations pertaining to VARTU-assigned Majors, Lt Colonels and Colonels, scheduled for consideration in Dec 53 and Jan and



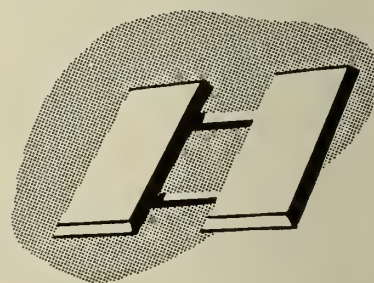
49 inactive-duty-training participation points required for promotion as follows: to M Sgt, 50 points; to T Sgt, 50; to S Sgt, 50; to A/1c, 38; to A/2c, 38; and to A/3c, 32.

Points needed. Inactive duty training points must be earned in accordance with AFR 45-15 and are cumulative from date of last promotion.

To meet AF specialty criteria, an air-

Nine-Month Period Sees Over 7,000 Promotions

During the period December 1952 through September 1953, a total of 7,052 officers and airmen not on active duty was promoted in the Air Force Reserve.



Feb 54, respectively, will be accomplished by ARRC as soon as practicable after 1 Mar 54. Preliminary administrative processing on VARTU promotion recommendations received after 1 Dec 53 is being accomplished by ConAC AFs.

All promotion recommendations will be forwarded to ARRC through the appropriate ConAC AF headquarters up to and after 1 Mar 54.



This is the world's largest transport helicopter, the YH-16, now being tested for use by the US Air Force. Development of this 40-passenger aircraft highlights a notional trend towards full utilization of the helicopter.

Vertical Flight Becomes of Age

The Whirlybird Triumphs

BACK IN 1946 during a press conference at Ft. Benning, Ga, Gen Jacob Devers, Commander of the Army Ground Forces, told newsmen that the long-range answer to the effective delivery of airborne troops and equipment to combat areas depended on the development of a type of troop transport and assault aircraft with vertical landing and take-off characteristics.

Recently the world's largest transport helicopter, a 40-passenger aircraft manufactured by the Piasecki Helicopter Corp. and called a USAF YH-16 Transporter, arose from the ground at Philadelphia's International Airport and successfully completed its first flight tests.

Whether the YH-16, helicopters in general, or some other type of troop transport answers General Devers' vision remains to be seen. But there is one answer about aircraft with vertical landing and take-off characteristics already a well-established fact—the helicopter age is upon us.

Going places. On the basis of its windmilling efficiency, the helicopter is going places. It's being built bigger and more powerful, and with each passing day new uses are born for the versatile whirlybird.

Korea wrote a new chapter in the

history of rotary wing aircraft. From the outset of the conflict, helicopters were employed on a mass scale to evacuate wounded ground force men behind the lines. These miraculous rescue flights over Korea combat zones put helicopters in the spotlight.

Since that time, both the civilian populace and the armed forces have gained a new respect for the 'copter. Reflecting this interest, the helicopter industry has reached a record peak of production activity.

Foremost among the helicopters making news today is the YH-16. Fuselage of the YH-16 is nearly 78 feet long. The tail section reaches 25 feet into the air.

The Transporter is powered by two engines developing a total of 3300 horsepower, turning two tandem rotors, each equipped with three metal blades. Each rotor is 82 feet in diameter. In the event one engine fails, the other engine is capable of driving both rotors and sustaining forward flight, thus providing twin-engine safety in addition to the inherent flight characteristics of a helicopter.

Excellent performance. Maneuverability of the Transporter was demonstrated when it turned about on its axis

and flew forward and sideways. AF officials who observed the demonstration said it had performed excellently throughout the test period, and that the first flight showed the YH-16 is meeting every expectation.

Introduction of the Transporter brings into sharper focus the potential of the helicopter. Military and civilian leaders in the field of aviation are agreed that the adaptability and applications of the helicopter are virtually unlimited. Because the 'copter can rise vertical into air, remain stationary aloft, fly sideways, backward and forward, and operate from any wide space in the road, this aircraft is ideally suited for rescue and transport work in areas inaccessible by other means.

Military interest in the helicopter has zoomed as a result of the admirable feats accomplished by the machine during the Korean conflict. In more than three years of combat work, 16,000 critically wounded were evacuated from the front lines by helicopters, about 100 by fixed-wing aircraft. The Sikorsky H-5, the larger Sikorsky H-19, and the Grumman Albatross SA-16 were employed.

Helicopters have launched a new era of flight and are growing bigger and bigger.

KEY AF RESERVE FIGURE

When the Secretary of the Air Force wants some detailed first-hand information about progress in the revitalization of the AF Reserve program these days, he has to look no farther than his own office.

For it's a safe bet anytime that the Deputy Assistant Secretary for Reserve and ROTC Affairs, a former Volunteer Air Reserve unit commander who currently holds a Mobilization Designee assignment with the Air Materiel Command, is just returning from or departing on a field trip. On trips, he often visits and addresses meetings of Reservists, Air Guardsmen, an AF ROTC detachment, a Civil Air Patrol conference, or some other Reserve component or association. He believes firmly in the importance of the Reserve in the defense team, and expresses his views convincingly.

Important Reserve post. The man is The Honorable Chester D. Seftenberg, who left his civilian position as vice-president and trust officer of the First and American National Bank of Duluth, Minn., to serve in his important AF post in the Pentagon.

Not only does Mr. Seftenberg obtain first-hand information about the current Reserve in the field from his frequent visits, but when today's USAF planners are hammering out new Reserve policy, he is able to furnish considerable on-the-spot Reserve experience gained in organizing and commanding the 9703d VART Squadron in Duluth from 1947 to 1951.

During World War II, Mr. Seftenberg served with the Army Air Forces from July 1942 to December 1945, entering as a captain. He received the Legion of Merit for his services as the Technical Executive of the AAF Materiel Command. When the Materiel Command and the Air Service Comd were merged into the Air Technical Service



Deputy Assistant Secretary Seftenberg.

Comd under Lt Gen William S. Knudsen in 1944, he became Deputy Chief of the Office of Management Control at the headquarters of the new command. He currently holds a Reserve commission as colonel, having been duly "inventoried," and accepted an indefinite appointment.

Mr. Seftenberg came to Washington in November 1950 with the appointment of Deputy for Contract Financing. By delegated authority, he has approved all guaranteed loans to defense industry for the AF, and has charge also of other types of contract financing. This has grown to a three-billion dollar credit operation, which the AF financing team has operated without loss to the government.

In February 1953, Mr. Seftenberg was given the additional responsibility and authority of Deputy for Reserve and ROTC Affairs, and as such has become a central figure in helping attain the present AF priority goal to bring all AF Reserve components up to highest possible strength and effectiveness.

Auto Travel Authorized to Duty Stations

Continental Air Command officials report that some Reservists appear unaware that they may travel by private automobile (TPA) to active duty stations on tours of less than 90 days duration.

Paragraph 20a, AFR 35-76, authorizes such travel and also states: "If travel is performed by privately-owned conveyance, the travel time and active duty time allowable will be the con-

structive travel time of commercial transportation over the shortest usually traveled route."

For example, shortest rail time between Reservist's residence and duty station is one day. Shortest auto time between these two points is two days. The Reservist will receive active duty pay for one day and TPA reimbursement at the rate of six cents per mile over the shortest usually traveled route.

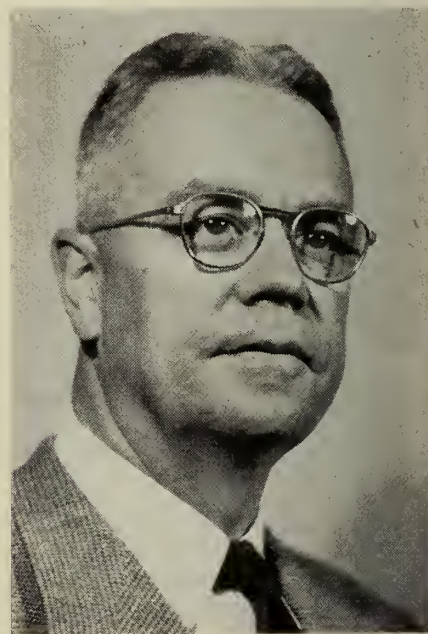
Reservist Wins Brewer Trophy

A Volunteer Air Reserve Unit Commander in Champaign, Ill., Lt Col Leslie A. Bryan, was awarded the 1953 Frank G. Brewer Trophy after being named the person contributing the most to the development of youth in the field of aviation education and training during the year.

The Trophy was presented to Col Bryan by President Eisenhower at a dinner last month in Washington, DC, commemorating the 50th Anniversary of Powered Flight.

Col Brewer heads the Institute of Aviation at the University of Illinois and commands the 9650th VART Squadron.

Among accomplishments of Col Bryan at Illinois since the Institute was founded in 1946 are: A flight and professional program which has trained 2,100 students and 300 faculty members without an injury; a two-year college level terminal course in aircraft mechanics; flight experience course required for all students who are planning to teach in Illinois secondary schools; extension courses to the aviation industry of the state; and books, articles and hundreds of speeches on aviation.



Lt Col Bryan, Brewer Trophy winner.

'Flip Corkin' Sparks Buffalo Meeting of 445th's Reservists



AF Reservist Col Philip G. Cochran.

A new twist in recruitment meetings was recently employed by the Air Force Reserve's 445th Fighter-Bomber Wing of Buffalo, NY, to spark airmen enlistments. The novelty was a speaker who was not only informative but was literally "right out of the funny papers."

He was Col Philip G. Cochran, of Erie, Pa, veteran AF Reservist. Anyone following the comic strip "Terry and the Pirates" will recognize the character "Flip Corkin" for whom Colonel Cochran was the model.

Speaking before the group of approximately 100 prospective airmen recruits from all over the Buffalo area, the 43-year-old Cochran, who retired from the Army AF in 1946 after 10 years' service,

said his depiction in the comic strip was "one of those things which happen to people."

While he tried to ignore the unusual distinction, Colonel Cochran said, he had a very memorable experience in Burma as a direct result of his inclusion in the comic strip. While attempting to recruit pilots for the First Air Commando Force, he was puzzled by one young flyer's flat refusal to join up. "When I asked why," Cochran recalled, "he said he'd be darned if he'd work for any funny-paper colonel!"

Strength paramount. Addressing the group in a more serious tone thereafter, the silver-thatched Reservist, who gained world fame for landing an Allied force by glider 150 miles behind the Japanese lines in Burma early in WWII, said "Our best defense against war is the strongest AF in the world. Let's do our part to make our AF's Reserve as strong as its other segments."

Another speaker was Brig Gen A. L. McCullough, formerly a special assistant for Reserve affairs to the Commander, Continental Air Command. He discussed late developments in the Reserve program and the advantages of active participation in a Reserve unit.

According to Lt Col H. L. Milledge, commander of the 2256th AF Reserve Combat Training Center, which is responsible for training the 445th Ftr-Bmr Wg, 18 new airmen immediately were added to the wing as a result of the get-together.

As a prelude to the meeting, the wing's officers and airmen contacted prospective members, imparted just enough details on the 445th to interest the latter, and invited them to attend. Advance news releases, a taped radio program and several spot announcements, and special letters to airmen prospects augmented this effort.

New Airmen's Weapons Repair Course at ECI

The first volume of a munitions course for airmen, Basic Weapons Repair, has been activated by the USAF Extension Course Institute, Gunter AFB, Ala.

When complete, the course will contain four volumes and carry 120 study hours and 40 credit points. Volume 1, entitled "Organization, Publications, Tools, and Electricity," gives the student a background for the study of weapons repair. The remaining volumes cover "Launching and Tow Target Systems," "Hand and Shoulder Weapons," and "Aircraft Weapons."

Study of the course will not automatically give the student on AFSC in this field, but it will help prepare him for duties as an apprentice weapons mechanic. No special qualifications are required to enroll.

Interested airmen, not on active duty, should apply for the course to the unit maintaining their field personnel files. The Reserve unit will verify the individual's status by indorsing the application to ECI. Air Guardsmen should apply through their unit commander to their State Adjutant General.

Selective Service Assignments Open

The Air Force has allotted 200 officer spaces to the Selective Service System.

The authorization includes both AF officers on extended active duty with Selective Service and those inactive duty AF Reserve officers assigned to Selective Service training.

Officers serving on active duty with Selective Service are exempt from budgetary and personnel ceiling consideration of the Department of AF, while officers serving with Selective Service as mobilization assignees for training on inactive duty are included in the AF Reserve budget.

The Commander, Continental Air Command, will administer and control the program, and the 2273d Selective Service Squadron will serve as the parent unit for officers assigned to the System.

Apply to ConAC. Applications for active military service may be submitted by any mobilization assignee assigned to Selective Service. Applications will be submitted to the Comdr, 2273d Selective Service Squadron, Hq ConAC, Mitchel AFB, NY, in accordance with AFR 36-58.

A mobilization assignee applying for duty must agree to remain on active duty for an indefinite period and will remain on active duty at the pleasure of the Director of Selective Service. Release may be requested at any time but approval for release will depend on the requirements of Selective Service at the time of submission.

Once an officer gets active duty with Selective Service he cannot be reassigned. If he leaves the system either on his own initiative or by request of the Selective Service Director, he may be permitted to retain his mobilization assignment or join the non-affiliated Reserve section of the appropriate ConAC numbered air force.

Reserve Officers Retire

Following is a list of Air Force Reserve officers (not on active duty) recently retired under Section 302, Title III, Public Law 810:

Cooper, Merian C., Brig Gen	Freydig, Paul E., Lt Col
Bissell, Clarence E., Col	King, Raymond E., Lt Col
Davis, Reed E., Col	Wright, Burdette S., Maj
Rein, Edward A., Col	Isaacs, Orville B., Capt

Short Bursts

VART Participation Increases

Participation in Volunteer Air Reserve Training Units within the 3d Air Reserve District (Tex, N Mex) showed a marked increase during a recent month. The average participation increase in each of the eight VART Groups was 5.4 percent. Largest percentage of increase was noted in the 9166th Group, Harlingen, Tex, and the 9171st Group, Austin, which had 11 and 9.4 percent respectively. The 9172d Group, Lubbock, continued to lead all groups with a participation percentage of 77.7 percent. Average participation for all groups during the month was 70.8 percent.

AF Reveals Radical Design X-3

The radical design of the AF's X-3 research aircraft, which has been under test for a year, has been revealed. Appearance of the X-3 is striking as it has a slender fuselage with an extremely long, tapered nose and short wings located well back toward the tail. Viewed from above, the X-3 resembles a huge stiletto. Length of the X-3 is 66 feet 9 inches, nearly three times its span of 22 feet 8 inches. The top of its tail, rising on a boom over the twin-jet exhausts, measures 12 and one-half feet from the ground.

Safety Keynote at Hensley

The 2596th AF Reserve Flying Training Center, Hensley Field, Tex, the Regular AF unit that supervises training for the 8708th Multi-engine Reserve Training Wing, has been presented a Flying Safety Award for an outstanding safety record and commendable efforts in preventing aircraft accidents during the period January through June 1953.

IRS Reassignments

The November 1953 AIR RESERVIST (page 13) stated that a new USAF policy permits reassignment of IRS personnel to the Non-affiliated Reserve Section prior to expiration of one full year's tenure in the IRS. Such reassignments are limited to Reserve wings, STCs, VARTUs, and mobilization positions (Training Categories A, B, C, and D).

New Course At ECI

The USAF Extension Course Institute has made available to students the first volume of Course 4311, Aircraft Reciprocating Engine Mechanic. An eight-volume course, it carries 330 hours and 110 points. It is designed to help the airman student acquire the necessary knowledge of reciprocating engine repair and maintenance to qualify him for a specialty classification in this field. In order to be eligible for the course the student must hold AF Specialty Code 43131, or have equivalent training by formal or correspondence course; or he must have completed a military or civilian formal aircraft mechanic course; or have 90 days of general engine experience; or a minimum mechanical aptitude of five.

Turbojet Engine Revealed

The Air Force has announced that a turbojet aircraft engine with an official rating in the 10,000-lb. thrust class is in quantity production. It is Pratt and Whitney Aircraft's J-57 which powers the AF's new heavy jet bomber, the Boeing B-52 Strato-fortress, and the AF's new supersonic fighters, the North American F-100 Super Sabre, and the Convair F-102. The J-57 is also slated to power the McDonnell F-101 and Navy aircraft.

Medics Interservice Transfers

Reserve Medical Service officers may transfer between the three services in accordance with Public Law 84 and 779. Transfers are made only on the individual's request, subject to the approval of both the losing and gaining service. Interservice transfers may be accomplished only in the same or relative rank held in the losing service.

JAG Bulletin Available

The Judge Advocate, Hq ConAC, is publishing a monthly Judge Advocate Bulletin available to Judge Advocate officers of AFRes. Pending correction of mailing addresses, those who did not receive the first issue and desire it and further issues should note on a postal card—name, rank, service number, address, Air Force of assignment, and the words "Judge Advocate Bulletin" and address it to the Staff Judge Advocate, Hq ConAC, Mitchel AFB, NY.

Recall Policy For ANG Medics

The Department of Defense will not call to active duty at this time those doctors and dentists who were members of a National Guard or Air National Guard unit prior to 25 June 50 and who are now serving in such units. Those doctors and dentists who joined NG or ANG units subsequent to 25 June 50 will be called to active duty to meet approved quotas in accordance with the provision and priorities established by the Act of 9 Sep 50 (64 Stat 826), as amended, and Act of 29 June 53 (PL 84, 83d Congress).

More ANG Pilots Needed

The Air National Guard is forging ahead with its program to procure 750 ANG pilots this year. Applications for pilot training with the AF through the ANG have shown a gratifying increase, but additional applications are needed to maintain the rate. Every two weeks 45 future pilots of the Air Guard, 37 aviation cadets and 8 student officers, are enrolled in the AF flying training schools for the 13-month course.

Effective Manpower Utilization

Secretary of Defense Charles E. Wilson and Assistant Secy John A. Hannah recently praised the Air Force for achievements made in the utilization of manpower. The civilian Pentagon leaders are pleased that the AF will be able to go to 127 wings in FY55 with 970,000 men, compared with considerably higher estimates previously thought necessary for FY54.

Cadets Visit Dobbins

Nearly 200 Emory University AF ROTC cadets visited the Air Defense Control Center of the 35th Air Division, Dobbins AFB, Marietta, Ga., recently and were briefed on the 35th's role as the center of air defense in the southeast. In the afternoon, the cadets were given a tour of the local Lockheed plant where B-47s are in production.

N.D. Bonus Deadline

The deadline for filing for WWII North Dakota state bonus payments is 18 Feb 1954. Persons who had active service in the Armed Forces between 1 Jan 1941 and 1 Jan 1946 can receive payment. Address applications to Adjutant General, State House, Bismarck.

AF ROTC Grads Receive Call to Active Service

During the first four months of FY54, 3,584 officers of the Air Force Reserve were called to active military service, of which 2,295 or 64 percent were AF ROTC graduates. Only nine Reserve airmen were sent to active military service during this period.

Of the AF ROTC graduates sent to active duty, 54 percent entered pilot training, while 3 percent entered observer training, and 20 percent were assigned to technical training. Twenty-three percent were qualified in AFSCs for on-the-job training.

About 4,600 AF ROTC graduates were available for active duty as of 25 October 53, and 2,100 more will be commissioned by 30 April 54. They will be ordered to duty at the rate of about 900 per month for the rest of FY54.

Priorities Set For Medics Call to Active Service

When Reserve medical, dental and veterinary officers, who have not served the required active duty, are ordered to active military service as individuals without their consent, the military departments are required to observe the established order of priorities as set forth in Section 4(i) of the Universal Military Training and Service Act, as amended.

The call to active duty for this category of officers will be concurrent with the call for induction by the Selective Service System of physicians, dentists and veterinarians of their same priority classification.

Members of Organized Reserve units may be ordered to active duty with their unit without regard to the established order of priority.

AFRes Uses 231,400 Training Drill Units

During the first quarter of FY54, 231,400 units (periods and man-days) of paid training of a programmed 291,100 were utilized. Included were 75 percent active duty and 86 percent inactive duty drills.

Shortage of Reserve wing airmen precluded full utilization of programmed drills and man-days.

Percentage of paid drills used in September closely follows the ratio of assigned strength—93.8 percent drills used by 93.7 percent of assigned officers; 84.4 percent drills were used by 83.7 percent of assigned airmen.



Mail Bag

Dear Editor:

Is it possible that I, as a staff sergeant in the AF Reserve, might qualify for a captaincy in the Civil Air Patrol? As a commissioned officer in the Patrol, I would be eligible for enrollment in the Squadron Officers Course offered by the USAF Extension Course Institute. Upon completion of this course, may I request that training points earned be applied towards retirement?

WRS
Cookeville, Tenn

The Civil Air Patrol may offer qualified Reservists not on active duty a higher grade than they hold in the Reserve. However, airmen and officers on active duty with USAF cannot hold a grade in the CAP which is higher than their active duty grade. In regard to ECI studies, your application for enrollment must be approved by the Reserve organization holding your field personnel file. That organization will verify your status by indorsing the application to the ECI. Reservists and CAP seniors with a CAP commission or warrant who complete ECI courses may earn training points.

Dear Editor:

What grade is an individual awarded when he is placed on the Reserve Retired List?

TB
Chicago, Ill

The highest grade in which the Reservist satisfactorily served or is legally eligible. For example, a Reservist retiring in the grade of captain who has been a major on EAD will be placed on the Retired List as a major. Reservists desiring retirement in a higher grade than that presently held must submit documents, such as letter of appointment, promotion order, or active duty orders, establishing eligibility for the higher grade.

Dear Editor:

If an Air Reservist resigns his commission at the age of 45 after having completed 20 satisfactory years' service in the Reserve, will he be ineligible for retirement benefits when he reaches 60 years of age? Accordingly, is the receipt of retirement pay contingent upon the individual being affiliated with the Reserve at age 60?

Lt Col Roderick E. White
Bronxville, NY

No, a Reservist who is credited with 20 years' service in the Armed Forces will not be deprived of retirement benefits if he severs his connection with the Reserve prior to age 60. After having fulfilled the minimum satisfactory service required for retirement, it is not necessary to maintain membership in the Reserve to qualify for retirement, except, of course, the longer you affiliate with the Reserve, the larger your retirement check will be at age 60.

Dear Editor:

How many points may a Reservist earn in a single day?

WTP
Phila, Pa

Although a single point may be earned for certain two-hour training activities, no more than two points can be earned in any one day. Two points in a single day can only be earned when the training activity or a combination of training activities totals eight hours or more. If a Reservist accomplishes eight hours of training and is awarded two points in any one day, he may earn additional points that same day by preparation for instruction after the eight-hour period. Such additional points will be credited to another calendar day. Activities for which an individual receives compensation other than pay as a member of the AF Reserve cannot be credited for points.

Comments and queries of an unofficial nature may be submitted to the Editor of The AIR RESERVIST, Room 834, Old Post Office Bldg, Wash, DC, for possible publication in this column. Letters should be brief and of general interest. Author's name should be given, but will not be printed if so requested. No personal mail replies can be made.

THE AIR RESERVIST

AIR FORCE RESERVE ★ AIR NATIONAL GUARD ★ AIR FORCE ROTC ★ CIVIL AIR PATROL ★ EXPLORERS, BSA

An official publication of Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

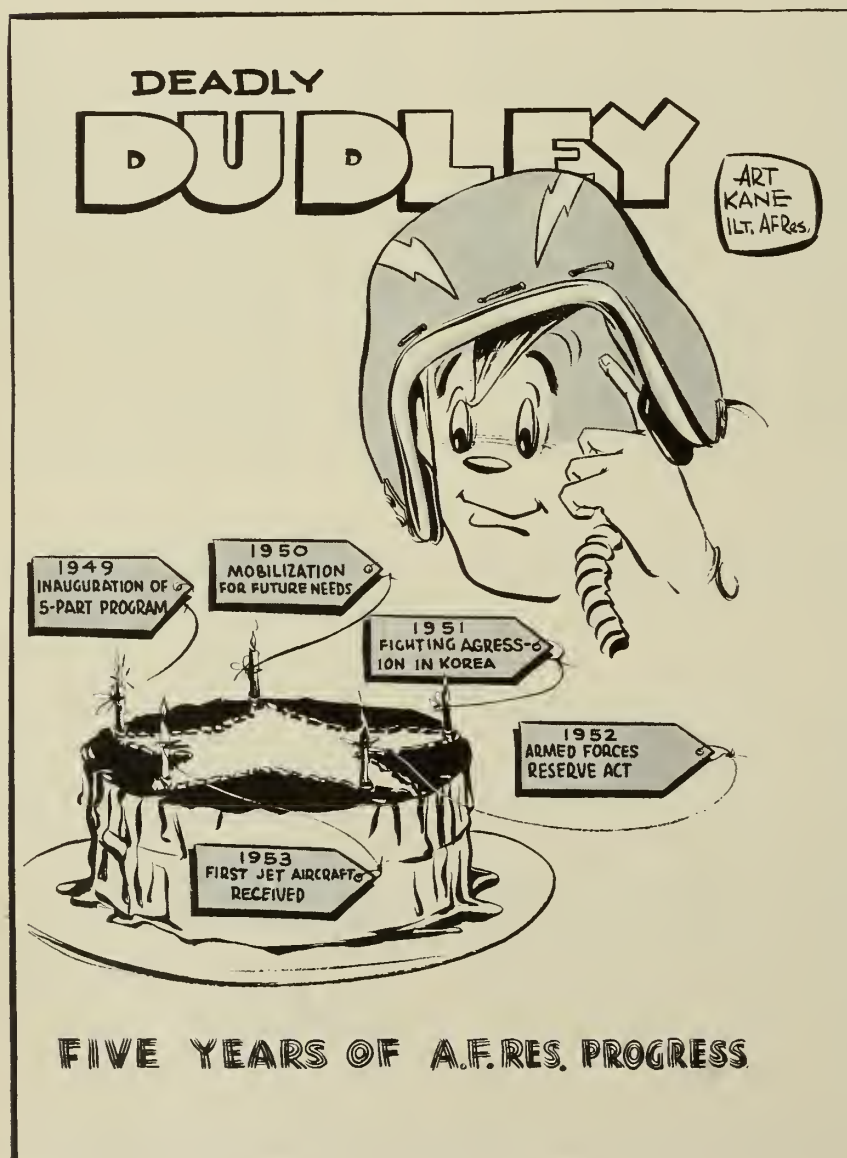
Editorial Office: Room 834 Old Post
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Maj C. R. Wyasnick (AFRes), Editor
Thomas R. Lenahan, Associate Editor

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Mitchell AF Base, NY.

Bureau of the Budget approval of this magazine given on 27 June 1952.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

COVER—Just 50 years after man's first powered airplane flight, the U.S. finds itself vulnerable to an enemy attack which could come by air and wreck havoc on this nation's cities and defense centers. The story of how the AF Reserve and Ground Observer Corps can help deter this is told on pages 4, 5, and 6.



AWS Keeps Reservists' 'Weather Eye' Sharp

The Air Weather Service is making an all-out effort to keep its Reserve officers not on active duty abreast of the latest Air Force weather techniques.

To accomplish this, AWS offers two-week refresher courses in meteorology which provide Reservists with a working knowledge of advancements in the study of the earth's atmosphere. Recently, three such courses have been conducted, two at the University of California and one at the Massachusetts Institute of Technology.

The fourth meteorology course for Reservists is scheduled the first two weeks in February at UCLA and will be attended by 30 selected AWS officers. A special feature of the course will be lectures in some areas of specialization by AWS Reservists who are now employed in weather activities outside the AF. AWS officers on active duty will also address the class on the subject of military operational methods and application of weather techniques. Field trips will be included in the course program.

Other courses planned. Officers who have been selected to attend the February course reside in the western section of the U.S. A similar course for East Coast residents is being arranged at New York University for the summer of 1954. In order to provide for Reservists living in the Central portion of the United States, the Reserve Forces Section, Hq AWS, Andrews AFB, is planning a course at one of the colleges in that area to be offered at some future date.

Eligible applicants for refresher weather training number about 500 officers throughout the U. S. who are assigned to the Hq AWS organization. Selected on a best qualified basis, Reservists are placed on 15 days' active duty to attend the course.

New Flying Record Set

What is believed to be a new individual Reserve flying record has been revealed by Pittsburgh's 2253d Air Force Reserve Combat Training Center.

During the first six months of 1953, Capt Walter Bower (now major), commander of the 45th Troop Carrier Squadron, 375th Trp Carr Wing, logged 255 hours in a C-46 aircraft.

Previously, the AIR RESERVIST (September 1953) reported Capt Charles M. Bayless, 403d Trp Carr Wg, Portland, Oreg, as the record holder for six months' AF Reserve flying with 249 hours, 40 minutes.



Cross Country Report



Jet Ace Porro (R) and Vice President Nixon.

During his recent visit to the Far East the Vice President of the U. S., **Richard M. Nixon** (LCDR, U. S. Naval Reserve), was shown first-hand by a veteran of "MIG Alley" just how the U. S. jet aces amassed such a phenomenal score against the Communists in history's first jet air battles. The "MIG Alley" authority in this case was AF Reservist **Capt Ralph S. Parr**, who downed 10 enemy planes during the fighting.

☆ ☆

Brig Gen Arthur L. McCullough, an Air Reservist who has flown more than 14,000 hours as a pilot in the AF and with Pan American Airways, is the new commander of the 1503d Air Transport Wing of MATS in Japan. He has been special assistant to the Commander ConAC since September 1953. General McCullough was recalled to active duty 1 May 1951 as commander of the 514th Troop Carrier Wg, later re-designated the 313th Troop Carrier Wg, both at Mitchel AFB.

☆ ☆

The Civil Air Patrol Meritorious Service Award has been given to **Maj Vernon Pierce**, **Capt Louis Gerlinger**, **Capt John S. Hauxhurst**, **Capt Ivy Kaufmann**, **Capt Robert Keener**, **Capt Bert Pinckney**, **Capt Frank Severy**, **1st Lt May Phillips**, **1st Lt Addie Pierce**, **2d Lt Loraine Backes**, and **WO Clinton Hetrick**, all of the California wing.

Members of the 9882d VART Sq of Miami, Fla, are more firmly convinced of the need for strong Reserve Forces as a result of their having heard a first-hand report on "brainwashing." Tactics used by Communists to "convert" UN prisoners were explained to the squadron recently by **Maj Mike Lorenzo**, USA, just returned from Korea where he spent three years in Communist prison camps.

☆ ☆

A 17-year-old Chevy Chase, Md, youth has become the Nation's first teenager to be accepted in the Military Affiliate Radio System. He is **Charles B. Weaver, Jr.**, who participated in his first MARS operation last month. Department of Defense accepted the youth under a new minimum age requirement which lowered the non-military applicant age from 21 to 16 years.

☆ ☆

Lt Edward "Mighty Moe" Modzelewski, former star fullback and AF ROTC student from the University of Maryland who was on the 1951 All-America team, is serving as adjutant of the 5th Fighter Squadron at McGuire AFB, NJ. Following graduation Lt Modzelewski played with the NFL Pittsburgh Steelers until he entered the AF.

☆ ☆

Two AF Reserve pilots brought their T-28 trainer down at Floyd Bennett Field, Brooklyn, recently to mark the 20,000th Ground Control Approach landing at the base. **1st Lt Bernard M. Bernheim**, Irvington, NJ, and **1st Lt Brewster F. Ferguson**, Staten Island, NY, both members of the 8709th Pilot Training Wing, were flying the North American trainer at the time. The Navy personnel who operate the GCA unit boast an accident-free record since setting up the system in July 1946.

☆ ☆

Air National Guard officers now command all of the tactical squadrons within the Fifth Air Force's 8th Ftr-Bomb Wg serving in Korea. The all-Guard leadership was rounded out when **Maj Samuel C. Harris** of Manchester, Conn was named CO of the "Black Panthers." In charge of the other two squadrons are **Lt Col Robert C. Ruby**, former commander of the ANG at Sioux City, Iowa; and **Maj George R. Halliwell**, who led the ANG's 147th Ftr Sq at Pittsburgh, Pa. During the Korean conflict, the three commanders logged a combined total of 194 missions against the Communists.

☆ ☆



The Commendation Medol is presented Air Reservist Col William F. Harrison (R) by Maj Gen William E. Holl, Special Assistant to CofS for Reserve Forces. The colonel was decorated for distinguished service as Chairman of the AF Reserve Review Board's Working Committee.

Active Duty Open For Reserve Airmen

THE AIR FORCE recall program has been re-opened to prior service airmen of the AF Reserve and the Air Guard who may volunteer for a two-year tour of duty.

Approximately 100 volunteer airmen will be recalled each month for the remainder of FY54. This change in recall policy, effective in November, does not affect the officer and warrant officer recall freeze. Except for a limited number of chaplains, JAGs and specialists of the medical services, the recall of both officers and airmen has been dormant since May when it became known that AF funds would be cut.

Currently, active duty is being offered airmen in 28 career fields. To be eligible, Reserve and Air Guard airmen must possess a skill level of 5 or higher and must have had "prior service." The latter term is defined as (1) 90 days (or more) active service, including short tours, or (2) at least 18 months' continuous satisfactory Reserve participation in training Category "A" with at least 30 days' active service (including short training tours).

Grades set. Grade allocations for the recall slots have been established as follows: 5 percent, master sergeants; 10 percent, technical sergeants; 50 percent, staff sergeants; and 35 percent, airmen first class. If slippages occur in higher grades, they may be applied to lower grades.

Reserve airmen desiring recall should make application through the AF organization holding their field personnel records to the Air Reserve Records Center, Continental Air Command, at 3800 York St, Denver 5, Colo. Air Guards-

men should apply through their unit commander to the State Adjutant General for approval.

The AF may increase its airman recall quota during FY55 should the overall manpower situation become very acute. In the main, re-enlistment rates will determine the course of action.

Recall openings available this fiscal year are listed below. Fields, specialties within each field, and the quotas within each are as follows:

INTELLIGENCE—AFSC 20450-70, 20 spaces; 20451-71, 25 spaces.
PHOTOMAPPING—AFSC 22150-70-71, 25 spaces; 22151, 15 spaces.
AIR TRAFFIC CONTROL AND WARNING—AFSC 27350, 150 spaces.
COMMUNICATIONS OPERATIONS—AFSC-29250-70, 100 spaces.
RADIO-RADAR SYSTEMS—AFSC 30353-73, 25 spaces.
MISSILE GUIDANCE SYSTEMS—AFSC 31250-70-71, 10 spaces; 31350-70-71, 10 spaces.
ARMAMENT SYSTEMS MAINTENANCE—125 spaces within these specialties: 32150B, 32150C, 32150E-71E, 32150F-71F, 32150D-71D, 33250A and 32350C-71C.
ATOMIC WEAPONS—AFSC 33170, 25 spaces; 33250-70, 20 spaces.
TRAINING DEVICES—AFSC 34350-70-71, 20 spaces.

WIRE MAINTENANCE—AFSC 36150-70, 20 spaces; 36250, 10 spaces; 36251, 15 spaces; and 36371, 15 spaces.
INTRICATE EQUIPMENT MAINTENANCE—AFSC 40350-70, 10 spaces; 40450, 10 spaces; 40453, 45 spaces; and 40471, 10 spaces.
AIRCRAFT ACCESSORIES MAINTENANCE—AFSC 42150-70, 5 spaces; 42250-70-71, 10 spaces; and 42550-71, 35 spaces.
AIRCRAFT AND ENGINE MAINTENANCE—160 spaces within these specialties: 43153, 43159-79, 43151A-71A, 43151K-71K, 43151W, 43151E, 43352, 43353 43372-73, 43170, 43171H and 43171J.
VEHICLE MAINTENANCE—AFSC 47150, 10 spaces; 47154, 15 spaces.
UTILITIES—AFSC 56350, 10 spaces; 56550-70, 10 spaces; and 56650-70, 15 spaces.
SUPPLY—AFSC 64151, 10 spaces; 64350, 30 spaces; 64351-71, 5 spaces; and 64450-70, 5 spaces.
PROCUREMENT—AFSC 65150-70, 10 spaces.
ADMINISTRATIVE SERVICES—AFSC 70251-71, 30 spaces.
INFORMATION—AFSC 72171, 10 spaces.
PERSONNEL—AFSC 73150, 10 spaces; 73250, 10 spaces.
WELFARE—AFSC 79150, 5 spaces.
MANAGEMENT METHODS—AFSC 80710, 20 spaces; 80271 10 spaces.
DISBURSING, ACCOUNTING AND AUDITING—AFSC 81250-70, 15 spaces; 81370, 10 spaces.
STATISTICAL AND MACHINE ACCOUNTING—AFSC 83170, 15 spaces.
MEDICAL—AFSC 90650, 10 spaces; 90651-70, 10 spaces.
FIREFIGHTING—AFSC 95150, 15 spaces.
RADIOLOGICAL—AFSC 99570, 15 spaces.
Total—1220 spaces.

Arnold Air Society Group Visits Capital

National and regional officers of the Arnold Air Society, the AF ROTC honorary organization, convened in Washington last month to discuss with Air Force staff officers and Air Force Association representatives matters of mutual interest concerning the AF ROTC as the prime source of Reserve officers.

During a one-day visit in the Pentagon, the 20 AAS representatives were briefed on current and future plans of AF ROTC training. They participated in an AAS Representatives' conference presided over by Hq USAF staff officials and were guests of the Chief of Staff for luncheon.

The AAS group, which visited Washington under sponsorship of the Air Force Association, also attended a one-day AFA-AAS Joint AF ROTC conference.

The Arnold Air Society, comprised of advanced course cadets of the AF ROTC is the largest military organization on the American campus. Its aim is to further the purpose, mission, tradition and concept of the Air Force as a means of national defense. In addition, it strives to promote American citizenship and create a closer relationship among AF ROTC cadets.

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THE AIR RESERVIST



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CANADA'S AIR FORCE RESERVE
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FEBRUARY 1954

ADEQUATE SECURITY BOOSTERS FOR 75 YEARS

The National Guard Association of The United States

By Col Mark H. Galusha, AFRes

Legislative Liaison Officer, National Guard Association



Colonel Galusha.

THE NATIONAL Guard Association of the United States is the oldest association of citizen military officers formed for the express purpose of promoting and supporting adequate

national security for our nation.

This association was brought into being three-quarters of a century ago when a group of volunteer officers who had served with distinction in the war between the North and South met at Richmond, Va, in 1878 to discuss matters of practical reform which would make the militia a more effective instrument in our system of national defense. Out of this meeting grew an association of officers, which in the following year, at St. Louis, Mo, became the National Guard Association, and which has continued in being to this date.

It should be borne in mind that at that time there was no National Guard as we now know it. As a matter of fact, the only Reserve military force was the militia of the several States—a completely State force, with only the most tenuous ties to the Federal Government and no formal connection with each other.

Abreast of the times. Each state organized as many or as few troops as it saw fit; adopted the organization it fancied; and bought and issued the uniforms, arms and equipment it selected. Some of the more prosperous states strove to keep abreast of the Regular Army by procuring the modern arms and equipment of that day, while others were armed and equipped with whatever they could acquire.

The following are interesting excerpts from the "Proceedings of the Conven-

tion of National Guards, St. Louis, October 1, 1879," at which convention the NGA was formed:

"For more than a hundred years, the great problem of organizing an efficient citizen soldiery has perplexed this government. But no advance has been made in its solution since an annual appropriation was fixed at \$200,000 to the States for the purpose of arming the people.

"Meantime an expensive standing army has been maintained, always increasing in costliness from 1799, when its expense was \$1,500,000, until now, 1879, when it exceeds \$40,000,000!

"The wars of this country have all been fought by citizen soldiers, and their histories are all honorable records of the constancy and efficiency of citizen soldiery.

"The example of Great Britain in creating her great army of volunteers for home defense, and of the Dominion of Canada, in establishing her militia on such an efficient footing as enables her to dispense with all Regular troops, has convinced our people that our own citizen soldiery can be soon placed in an efficient condition of organization, equipment and discipline."

At the first and early subsequent annual conventions of the NGA, the major item of discussion was the proposed "Act to Reorganize and Discipline the Militia of the U.S.," with its principal aim, to establish an active militia subject to active service in time of war, invasion, riot or insurrection, and an inactive militia as the Reserve Militia.

Support granted. It was not until 25 years later, in 1903, after the lessons gained from the mobilization for the Spanish-American War were evident, that the NGA was able to obtain legislation granting greater Federal support to the National Guard.

The first Dick Bill (Act of January

21, 1903), fathered by Senator and National Guard Gen Charles B. Dick of Ohio, increased to \$1,000,000 annually federal aid to the Organized Militia and provided for the detail thereto of Regular Army officers as instructor-inspectors.

In 1908 the second Dick Bill (Act of May 27, 1908), increased federal aid to the Organized Militia to \$2,000,000 annually and provided other organizational and training aids to the National Guard.

These two Acts were the forerunner for the National Defense Act of 1916, which for the first time placed the National Guard in full partnership with the Regular Army as the first line of defense. From these and subsequent Acts of Congress has emerged the powerful and great Army and Air National Guard of today—ready to assist in the defense of our nation.

Membership in the NGA of the U.S. is limited to active, inactive, and retired officers and warrant officers of the Army and Air National Guard.

The supreme governing body of the association is the General Conference which meets annually and consists of delegates from each of the several States, Territories, Commonwealth of Puerto Rico and the District of Columbia.

Delegates are apportioned on the basis of one delegate for each 500 of strength or major fraction thereof.

Governing body. The General Conference determines the policies of the association which are in turn implemented by the Executive Council, the governing body ad interim, and the several Standing and Special Committees.

The purposes of the NGA of the U.S. as set forth in its Constitution are:

- To promote and support adequate national security.
- To foster and improve the National Guard of the U.S. and the Air National Guard of the U.S. as components of the Armed Forces of the U.S.

It was not until 1944 that the NGA of the U.S. opened an office in Washington with a permanent staff.

The official publication of the association is "The National Guardsman," which is published each month and sent to all members and other subscribers. The subject matter of the publication is limited to military and other matters of interest to members of the Army and ANG, of all grades and ranks.

Plans now are progressing rapidly for the construction of a national headquarters building and auditorium in Washington with adequate facilities to meet the needs of the National Guard Association of the U.S. for the future.

Distance No Barrier To Airmen's Training



Pinpointing the distance between Lexington, Ky., and Buffalo, NY, A/3c John Erisman, AFRes, shows the 1100-mile round trip he makes monthly.

AN AMSTERDAM, NY, loom fixer, who is a veteran of World War II and the father of three children, travels 350 miles each month to participate in Air Force Reserve training.

He is S Sgt James A. Pacifico, a member of the 88th Air Depot Wing Reserve at 346 Broadway, New York City. The wing trains one complete weekend—Saturday and Sunday—a month.

To make the training the sergeant takes the train from Amsterdam to New York City on Friday evening. The distance by rail is 175 miles and the time about four and one-half hours. On Sunday evening, with the training over, he returns to Amsterdam.

Sergeant Pacifico is paid \$24.48 for the weekend of training. His round-trip fare is \$13.85, lodging about \$4.00, and food about \$6.00. That adds up to about \$24.00, which means he breaks even.



Another traveling Reservist, Sergeant Pacifico.

Before his recent promotion however, A/1c Pacifico was paid \$21.40, putting him in the hole for weekend training.

But money isn't the important thing to Sergeant Pacifico. "I'm in the 88th for one reason," he says, "to help in the aerial defense of my country."

Sergeant Pacifico was an aerial engineer and crew chief on B-17s during WWII. He is a senior aircraft mechanic with the 88th, and recently completed a two-week encampment with the wing at Robins AFB in Georgia.

He is now taking a three-year officer training course with the Extension Course Institute.

WHAT IS BELIEVED to be a distance record for individual travel to and from Reserve training unit is held by a Reserve airman assigned to the 445th Fighter-Bomber Wing, Buffalo, NY.

This enterprising Reservist travels a total round-trip of 1100 miles from Lexington, Ky., to Buffalo the second weekend of each month to participate in the wing's training.

He is A/3c John N. Erisman, a clerk-typist assigned to the 445th Communications Sq.

Wing officials say that although the airman has to travel a great distance, he has a fine attendance record.

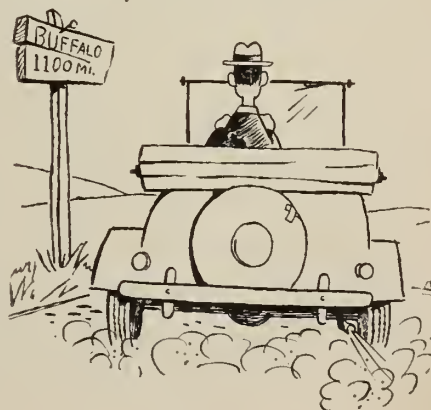
Reservist Erisman's extended travel started after his job was moved from Buffalo to Lexington several months ago. Prior to moving to Lexington, he had been a member of the 445th, and after moving he still wanted to keep up his affiliation with the unit. That idea prompted plans to travel to Buffalo each month to train.

"The training I receive is worth all the time it takes to get up here," he continued. "I know that I am getting the jump on the other fellow if we should be called to active duty. This whole thing of Reserve training is not only educational but a lot of fun as well."

"I have been deferred from the Selective Service three different times," he said. "This was due to being in an essential job with the Irving Air Chute Company. I thought that the least I could do was become a member of the Reserves. I picked the Air Force Reserve because my civilian job is closely allied with the Air Force."

Reservist Erisman is the chief draftsman and assistant project engineer for a civilian concern in Lexington.

"I usually leave Lexington about noon on Friday and it takes approximately 14 hours to reach Buffalo. As soon as the training period is over at 1700 hours Sunday, I immediately head out for Lexington again. So far it has worked out pretty well, but you never can tell about the winters up through that section. It may slow me down a little."



ANG PILOT SETS RECORD

An Air National Guard commander sped a combat-type F-86 Sabre jet from coast to coast last month in a little over four hours, nipping five minutes off the record.

The pilot, Col Willard W. Millikan, Comdr of the District of Columbia's 113th Ftr-Bmr Wg, explained that his plane ran out of fuel after crossing the finish line at New York's Floyd Bennett field. Four minutes later he landed his powerless Sabre at Idlewild airport.

Col Millikan zoomed out of Los Angeles at 10:55 a.m. (EST).

He touched down at Omaha's Offutt AFB two hours and 15 minutes later, spent six minutes taking on fuel and was off again.

He crossed Floyd Bennett at 2:19 p.m. (EST), for an elapsed time of four hours, eight minutes and five seconds.

ANG officials estimated he averaged 615 miles an hour.

The record Col Millikan broke was set on 26 January 1946 by Col William Councill, who covered the distance in four hours and 13 minutes.



New record holder, ANG's Colonel Millikan

Several times he thought he would not beat the record. Asked to what he attributed the success of the flight, Col Millikan replied:

"Skill, training, practice and help from God."

Air Reserve Centers To Be Hubs of Reserve Activities

An important part of the major reorganization taking place in the Air Force Reserve, most significant since the beginning of Korean hostilities, is the Air Reserve Center Plan.

The provisions of this plan are now being effected. They were approved by the Reserve Program Review Board, headed by the commander of Continental Air Command, Lt Gen Leon W. Johnson, which undertook a study of the entire Air Reserve program last year.

Under the Air Reserve Center Plan, programs of ConAC's 100-odd volunteer air reserve training groups, 20 specialist training centers and 8 air reserve districts, are now being merged with programs planned for 50 newly created Air Reserve Centers. The Air Reserve Centers will serve as the hub of Reserve activities in their respective areas.

The new plan does not include Air Force Reserve flying wings.

This organizational changeover, ConAC officials believe, will simplify Reserve organization, nomenclature and — with its greater geographical decentralization — bring the Reserve program into closer relationship with Air Reservists.

Existing volunteer Air Reserve units and specialist training squadrons were renamed Air Reserve groups and squadrons on 1 Jan 54. Their numerical designations are unchanged.

Initial Air Reserve centers established will utilize locations occupied by ConAC's eight Air Reserve districts and present specialist training centers.

The new Air Reserve centers will conduct general professional and specialized training; supervise units; recommend changes in organizational missions, training methods and training aids; supervise personnel and maintain field personnel records; assist in the annual Reserve personnel inventory; recommend promotion, separation and reclassification of Reservists assigned to center units; and assist in Reserve recruiting. Moreover, they will disseminate information; maintain liaison with armed forces and civic groups; provide liaison and assistance to the Civil Air Patrol, Ground Observer Corps, Explorers; and other functions.

The March issue of the AIR RESERVIST will contain primary locations of and organizational and operational information on Air Reserve Centers.

Progress, Growth Of 302d Reviewed

ENDING OF THE calendar year 1953 found members of the 302d Troop Carrier Wing (Reserve) of Wilmington, Ohio reviewing a record of solid achievement.

One of the major accomplishments of the wing was increased efficiency. As a result, the overall standing of the organization rose from last place in all of the First Air Force's Troop Carrier Wings to second place. The 302d ran a close race for top efficiency honors with the 514th Trp Carr Wg, Mitchel AFB, NY.

Improvements in flying training operations of the 302d were at such an excellent level that the wing is now ready for advanced training. This will include formation flying, cargo and freight hauls, navigational missions and advanced instrument flying.

In addition to training accomplishments, the 302d continued to gain strength in numbers. A definite upswing in strength was noted during the latter half of the year.

Flying praised. Commending the wing on its marked progress throughout the year, Col S. W. Van Meter, commander of Clinton County AFB where the 302d trains, singled out for specific praise the flying operations. He quoted these statistics: With only an increase of 10 pilots, hours logged in flight surged from 3,000 hours during the period July '52-July '53 to more than 6,000 flying hours registered during the following six months.

As of July 1953 only 10 members of the wing held instrument cards (instrument flying proficiency ratings), whereas at the present 28 Reservists hold these same cards. In addition to the instrument cards, 58 pilots have qualified as first-pilots (aircraft commanders).

Wing members credit two local Reserve pilots as being instrumental in the vast improvement of the entire flying training program. They are 1st Lt Robert Miller of Wilmington and 1st Lt Laurin Wilson of Washington Court House, Ohio. Both men have flown over 200 hours since July.

Reserve Officers Retire

Following is a list of Air Force Reserve officers (not on active duty) recently retired under Section 302, Title III, Public Law 810:

Kirchner, Harold C., Col
Rice, Roy E., Col
Connon, Louis B., Lt Col
Bennett, Fred A., Maj

Burger, Charles N., Maj
Dowson, Frank W., Maj
Grant, Vernard A., Maj
Jones, Roy F., Maj

CONTINENTAL Air Command's Air Reserve Records Center at Denver completes final preparation this month for full-scale operation by March 1.

The Center was established as a special activity of Hq ConAC to serve as a central repository for personnel records of AF Reservists not on extended active duty, which formerly were maintained at various locations within ConAC.

Specifically, the functions of the Center include custody and maintenance of all master personnel records of Reservists not on active duty, except general officers and retired Reservists whose records are maintained by Hq USAF. In addition the Center will maintain field personnel records of NARS, IRS, and ISLRS Reservists assigned to Hq ConAC.

All necessary AF Reserve personnel actions based upon custodianship of these records will be effected by the Center.

Officials point out that the many advantages accruing from the new Center include:

1. Uniformity in the administration of the AFRes as well as greater efficiency.

2. Creation of one central repository where all information secured through the annual Reserve survey will be forwarded and recorded in personnel and machine records.

3. Greater control over recall actions during a mobilization period.

4. Elimination of the need for transfer of records between ConAC numbered air forces when a Reservist changes his permanent residence.

5. Simplification of administering the requirements of Reserve Officer Personnel Act (ROPA), when passed.

It is estimated that the improvement in operations resulting from the establishment of the Center will save about 800 personnel spaces within ConAC.

In order to provide the best possible continuous service to individuals and units during the transfer of records, a careful timetable was worked out for use by the Records Center, ConAC's four numbered air forces, the Air Force Division of the National Guard Bureau and all USAF major air commands.

Beginning several weeks ago, persons separating from active duty from all commands, who were Reservists or slated to go into the Reserve, were assigned to Hq ConAC (NARS), Denver, rather than to a numbered air force.

As of last November 15 all personnel actions normally routed by Hq USAF and Hq ConAC to the numbered air forces due to their handling master and field records of Reservists not on EAD were routed to the Records Center.

All personnel actions not completed by the numbered air forces by 1 Dec 53 were grouped by subject and shipped to the Center. Interim replies were made to each writer.

The AF Division of the National Guard Bureau was notified that orders issued after 1 Nov 53, affecting ANGUS personnel for whom federal recognition was withdrawn, would assign persons to Hq ConAC (NARS), Denver.

Among the Center's functions will be:

1. Maintenance of a central locator system containing the mailing addresses of Reservists.

2. Final selection for appointments and final appointment action, except where final authority is retained by Hq USAF.

3. Assignment of personnel from non-participating to active reserve program elements.

4. All JAG officer assignments.

5. Final action on promotion of officers.

6. Selection of personnel for extended active duty and publication of necessary orders.

7. Retirement, except publication of retirement orders which is a function of Hq USAF.

8. All officer separations, and separations of NARS, IRS and ISLRS airmen.

9. Final action on commendations, awards and decorations.

10. Placement on and suspension from flying status, including determinations of status in accordance with AFR 36-57.

11. Verification of claims to Veterans Administration.

12. Furnishing career briefs upon request.

13. All personnel actions, including strength accountability, for Reservists whose permanent residence is overseas and not within the jurisdiction of a major overseas command, and for NARS, IRS and ISLRS Reservists assigned to ConAC.

14. Annual survey of all non-participating Reservists not on EAD and assigned to ConAC.

15. Maintenance of Air Force Forms

190 of Reservists assigned NARS, ISLRS and IRS.

16. Classification and maintenance of qualification records of Reservists assigned NARS, ISLRS and IRS.

The following functions will remain the responsibility of ConAC numbered air forces:

1. Maintenance of a central locator service covering personnel assigned to ConAC's air forces and subordinate units.

2. Screening and monitoring the submission of reports pertaining to Reserve personnel.

3. Initial processing of applications for initial appointment, and operation of interview boards.

4. Reassignment of participating Reservists to training program elements under the numbered air forces' jurisdiction, except JAG officers.

5. Pay; school assignments; short and special tours of active duty; issuance of identification cards; and annual inventories of all Reservists assigned to program elements under the jurisdiction of ConAC's air forces.

6. Line of duty action; convening and operation of Delay Boards; initial processing of commendations, awards, and decorations, including final action when directed; recruiting personnel for enlistment and assignment, and solicit applications for appointment as Reservists of the AF.

7. Initial processing of officer promotion.

8. Submission of casualty reports.

RECORDS CENTER READIES FOR OPENING

*Here Is How the New Denver Reserve Records
Center Will Function In Serving Reservists*

WANTED:

Assignees — Designees

MOBILIZATION assignment and designation positions in the Air Force are going begging.

Although some 15,000 AF Reserve officers and airmen not on active duty are authorized for Mobilization Assignee and Designee positions throughout the Air Force, only 5,806 Reservists are assigned to these jobs.

The number of Reservists desiring mobilization assignments has been disappointing to AF officials who are of the opinion that a significant number of Reservists lack adequate information concerning the program and the advantages of participation.

Incentive-wise, the program offers a Reservist these opportunities: He can (1) earn training points for retention and retirement, (2) receive pay for participating in active and inactive duty training, and (3) maintain skill in his career specialty.

Key positions. Reservists who hold mobilization assignment and designation positions form a small nucleus of trained manpower the Air Force would need for specific mobilization jobs in the event of a national emergency.

MOB Assignees and Designees, through on-the-job training and short tours of active duty, stay current with AF operations. Continuous training, which provides AF experience and practical instruction, helps the individual increase professional proficiency.

Air Force-wide, there exist approximately 10,000 mobilization position vacancies. Within Hq USAF and the major air commands (stateside and overseas) there are Mobilization Assignee and Designee openings in almost all grades from brigadier general to basic airman.

Positions are available in nearly all AF specialties. Majority of the officer vacancies are in the lieutenant, captain and major grades. All grades are open to airmen.

The breakdown of positions vacant by rank and AF Specialty is not available in Air Force-wide summary for publication in *The AIR RESERVIST*. The

situation varies with the command but at the present time vacancies range from pilot to clerk-typist; from policy-making jobs to food service specialties. For potential Assignees interested in flying, plenty of opportunities exist. More than 2,500 Mobilization Assignee slots in the AF's major commands are presently unfilled. Assignees may be attached to their nearest AF base for flying. They are authorized to fly any type local base aircraft in which they may be qualified.

Both Ready and Standby Reservists are eligible for mobilization assignments. Ready Reservists may hold positions earmarked as either Ready or Standby. Positions earmarked as Standby may be held by Standby Reservists.

The MOB Assignee must be qualified in an appropriate AF Specialty. After assignment to a specific position with a Regular AF unit, he must fulfill the following requirements: (1) participate in a minimum of five inactive duty training periods each fiscal quarter; (2) perform a normal 15-day active duty tour each fiscal year. Any special tour or tour for school training of 15 or more days is acceptable in place of this require-

M-Day Position Vacancies Within Major Air Commands

Command	Officers	Airmen
Air Defense	210	24
Air Materiel	246	25
Air Proving Ground	34	—
AF Finance Center	14	—
Air Training	571	121
Air University	700	25
Air Res & Development	320	116
Hq Comd, Hq USAF	612	43
MATS	3,352	2,067
Strategic Air	457	60
Tactical Air	100	13
Continental Air	355	236
Caribbean Air	43	44
AF in Europe	57	—
AF in Far East	24	—
Total	7,095	2,774

ment. M-day Assignees who fail to accomplish the minimum number of training periods a quarter, or the fiscal year active duty training requirement, will be relieved of assignment.

Required attendance. A Mobilization Assignee is required to attend at least 24 training periods annually. He is authorized pay for 12 of the 24 drills.

Active duty training of the Assignee normally will be accomplished with the unit of assignment. However, if a Reservist with a particular skill is assigned to an organization too remote from his residence to permit regular training, he may be attached for training to a unit near his home. The unit of attachment must be capable of providing training appropriate to the type of assignment held by the Reservist.

Mobilization Assignees are eligible for inactive duty training pay and authorized active duty training. Being a member of the Standby Reserve does not affect the Assignee's eligibility for pay.

Mobilization Designee—an individual holding either Ready or Standby Reserve status is eligible to apply for a mobilization designation position. He must be professionally qualified and, after being assigned, is required to accrue a minimum of 30 points annually.

Free points. The 15 gratuitous points granted annually for being a member of the active Reserve and points awarded for active duty will be counted toward meeting this requirement.

Active duty training normally will be accomplished with the unit or activity of assignment, or active duty training may be accomplished with the unit to which attached for training. In exceptional instances only, where it is considered that better training can be afforded, an Assignee or Designee may accomplish such training with other Regular AF, Reserve Training Category A or ANG units, or activities not further distant from the place where he is currently residing than his unit or activity of assignment.

A Mobilization Designee is not eligible for inactive duty training pay. However, he is eligible for active duty training subject to the availability of funds. Each year a limited number of 15-day tours are programmed.

Reservists who desire an M-day assignment or designation should address a military letter to the headquarters of the major air command concerned. Letters of applicants not selected will be returned to the Air Reserve Records Center or the appropriate numbered air force, depending on the unit to which assigned.



Cross Country Report

AF Reservist **Capt Wallace D. Yancey** of Ft. Worth, Tex., has been presented the Mackay Trophy for 1952's most meritorious flight. Capt Yancey piloted the RB-45 Tornado that made the first non-stop jet flight from Alaska to Japan in 9 hours and 50 minutes, despite unusually bad weather conditions. In presenting the award at a recent Pentagon ceremony, Gen N. F. Twining, USAF Chief of Staff, said the crew's accomplishment marked a "milestone in the progress of jet aviation" in developing shorter aerial routes across the Pacific in the interest of national security.

☆ ☆

Two Air Guardsmen who gained jet ace fame in Korean combat now test new jet planes in their civilian jobs. They are **Capt Clifford D. Jolley** of Salt Lake City, Utah and **Capt Robert J. Love**, San Bernardino, Calif. Each is credited with having shot down seven MIGs. Capt Love has been an F-89 test pilot and military relations representative for Northrop Aircraft, Inc. since mid-1952. More recently Capt Jolley was employed by the same aircraft company as a test pilot. Just prior to joining the firm, he was on assignment with the Utah ANG.

☆ ☆

Officers and airmen of the 9644th Air Reserve Sq, St. Louis, were hosts to 40 orphans at squadron headquarters during Christmas. **Maj Gen Richard A. Grussendorf**, commander of the Tenth Air Force, assisted Santa Claus in distributing gifts to the children. **Col Roy W. Fleming** is commander of the squadron.

☆ ☆

Capt Robert J. Deardorf, recruiting officer of the 403rd Troop Carrier Wing (Reserve), Portland, Ore, took advantage of a "natural" opportunity to publicize wing activities and manpower needs when the movie "Flight Nurse" was shown in a local theatre. Capt Deardorf and **1st Lt Ruth J. Lepschat**, a flight nurse of the 403d Medical Gp, manned an information booth.

☆ ☆

Members of the Albuquerque Air Reserve Sq, commanded by **Capt Walter G. Sutton**, were reminded of the important role they play in national defense at a recent get-acquainted dinner meeting. Discussing the individual in the cold war, **Comdr Ralph A. James (USN)** of Sandia AFB, NM told Reservists and their wives how each could better meet the needs of the nation.

☆ ☆



Gen Armstrong (R) congratulates Lt Rachlin.

The first woman dentist in the USAF is Air Reservist, **1st Lt Raya Rachlin**, of Washington, DC. Lieutenant Rachlin received her first set of lieutenant's bars from **Maj Gen Harry G. Armstrong**, USAF Surgeon General.

☆ ☆

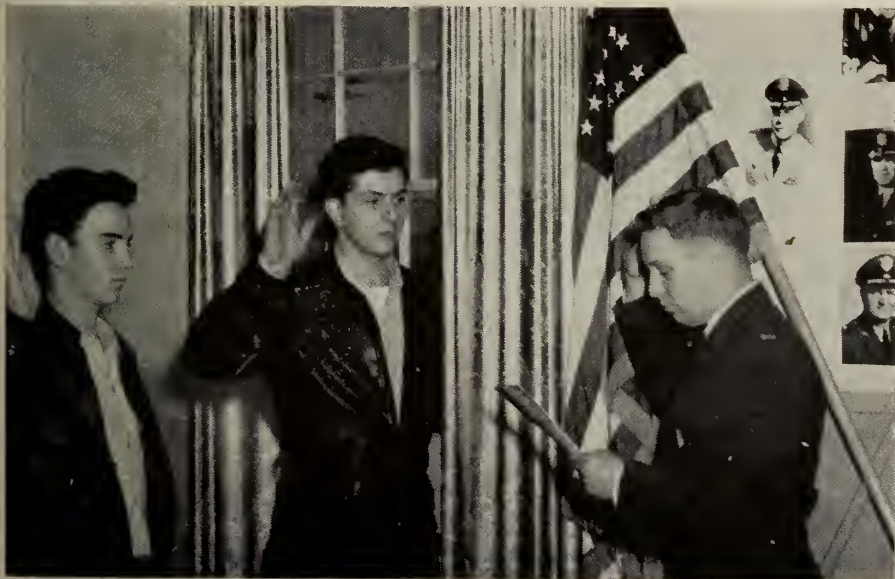
Col Dean H. Eshelman, AFRes, is the new Assistant Chief of Staff for Reserve Affairs, Hq Military Air Transport Service at Andrews AFB, Md. He will supervise and monitor the Reserve program which is receiving increased emphasis throughout the command. A native of Kansas, Col Eshelman entered active military service in July 1940.

☆ ☆

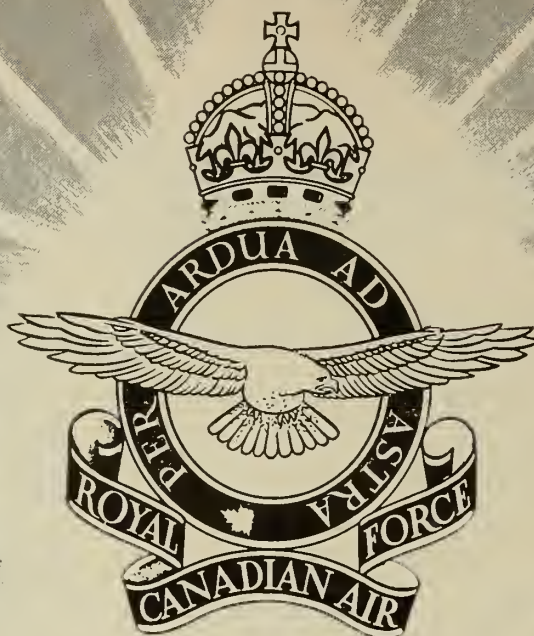
AF Reservist **Brig Gen Kern D. Metzger**, chief of the Production and Industrial Resources Div, Hq Air Materiel Command, was included among AF officers recently elevated to the rank of major general by the President.

☆ ☆

The beginning of an eight-year military service obligation for two high school youths of Portland, Ore, started when **James D. Kessler** and **Paul S. Jubb** entered the Reserve under a new ruling permitting enlistment of non-prior service men. They are the first two enlistees without veteran status to join the 403d Troop Carrier Wing. After serving six months they will be eligible to enlist in the Regular AF on a priority basis. The oath was administered by **2d Lt Robert Lamb II**, recruiting officer.



James Kessler (L) and Paul Jubb (C) are sworn into the AFRes by Lt Robert Lamb II.



The Symbol and the Shield

By Tom Lenahan, Associate Editor



A/M C. R. Slemon

BY THE END of 1955, Canadians expect to have one of the most effective nationally protective air forces in the world.

Their expectations are not born of sheer optimism. The calmly efficient Dominion people are the antithesis of mere hopeful rationalization.

Canadian reasoning is two-fold. It is based primarily on their native ability to develop and produce the comparatively new CF-100, believed by Canadians to be the best long-range, all-weather jet interceptor in squadron use.

Secondarily, it stems from their Royal Canadian Air Force Reserve materiel programming. Under present schedules, all fighter units of the Reserve, whose pilots characteristically are "ready for a go" at an attacker at a moment's notice in anything flyable, will be equipped with the potent CF-100 sometime in 1955.

Protective fan. Some RCAF Regular Force interceptor squadrons are already equipped with CF-100s. Others will receive the aircraft this year. These units form a protective fan across the

Dominion from Labrador to the British Columbian coast. They are units of the RCAF's all-important Air Defence Command.

Active units of the RCAF Reserve, with few exceptions, are trained in the ADC mission. They constitute the Regular Force's second line of defense. Hence, the relatively short-term schedule effecting delivery to the Reserve of the Dominion's outstanding aircraft, the CF-100.

Field Marshal Viscount Bernard L. Montgomery summarized the philosophy of RCAF planning during a recent visit to Canada's capital city of Ottawa. The Hero of Alamein said, "A country must have adequate and well-trained Reserve Forces ready as immediate reinforcements after the brunt of an initial attack has been borne by the Regular Forces."

"Adequate" is a key word. To Monty and his Canadian cousins it means outfitting their Reserve with factory-new operational equipment of modern design—equipment capable of competing favorably, preferably advantageously, with that of any other nation.

Given this materiel, they feel that training of complementary quality will follow as naturally as a caboose follows its locomotive.

In 1950, when present RCAF long-range plans were initially publicized, Air Marshal W. A. Curtis, CB, CBE, DSC, ED, was Chief of Air Staff. A former Reservist, since retired, A/M Curtis occasionally is referred to as the "father of the present-day RCAF Reserve."

Emphasis on Reserve. At the time, he stated, "The continued development of our Reserve potential will concentrate on those items which would have the highest priority should an emergency arise. It includes an emphasis on Re-



Air Marshal W. A. Curtis, RCAF (Retired).

Canada's jet-powered, long-range CF-100 "Canuck" fulfills specific national defense requirements.



serve units particularly allied with the air defense of Canada, the training of specialists of all categories, a general improvement of facilities, and the support of certain Canadian key industries to insure that we have a ready source of supply for essential equipment.

"No good purpose would be served if we were to expend a large portion of our resources building up the personnel strength of the Reserve without providing for proper equipment. Our efforts must be concentrated on those trades highly essential in wartime and not normally covered widely by civilian professional or industrial practices.

"For the above reasons, the RCAF Active Reserve will be an organization consisting largely of specialists or special types of units. Because of the complexity and cost of modern equipment, it cannot be large. We shall not attempt to duplicate in the Reserve all the functions or trades common to the Regular Force."

That concept has been followed to realization—with one exception. Today, the active RCAF Reserve is, by U.S. standards, numerically compact. Its training is limited in scope—to development of skills unavailable in emergency from civilian sources and required for accomplishment of its mobilization mission of air defense. Its complement of personnel qualified in operation of equipment now utilized is more than satisfactory despite a continuous turnover. Reserve ground units—mainly Aircraft Warning and Control squadrons—are well equipped with up-to-date materiel.

Only the aircraft modernization phase remains unfulfilled. Some RCAF Re-

serve fighter units—although long graduated from propeller-type aircraft—are flying obsolescent DeHavilland "Vampire" jets. The others have equally outmoded "Mustangs" (F-51s) and "Harvards" (AT-6s).

Things to come. Canadian Reservists and the Regular Force personnel who supervise their training offer little comment on present airplane equipment. However, they never seem to tire of extolling "the beautiful thing that's on the way." To say that they're proud of the CF-100 is a masterpiece of understatement.

It's a natural sentiment. The CF-100 is the first all-Canadian designed and manufactured jet fighter aircraft in history. The brainchild of A. V. Roe Canada, Ltd, of Toronto, it was born of necessity to meet RCAF specifications.

Arrangements had been made to manufacture in Canada the North American "Sabre" to serve as the RCAF's standard day fighter. Today these Canadian-built "Sabres," made by Canadair, Ltd, of Montreal, equip the 12 fighter squadrons comprising the striking element of the RCAF's No. 1 Air Division, part of the NATO forces in Europe. Even with the "Sabre," however, the RCAF badly needed a long-range, all-weather jet interceptor. Since there was not one available which met specific Canadian requirements, it was decided to build one in Canada—engines and all.

Bringing a new aircraft design from drawing board to production line is at least a five-year process for experienced manufacturers. Outside observers believed that Canada, with little experience in aircraft and aeroengine

design, could not produce in ten years. Dominion industry astounded its generation-old British and American colleagues by doing the job in the normal five-year period.

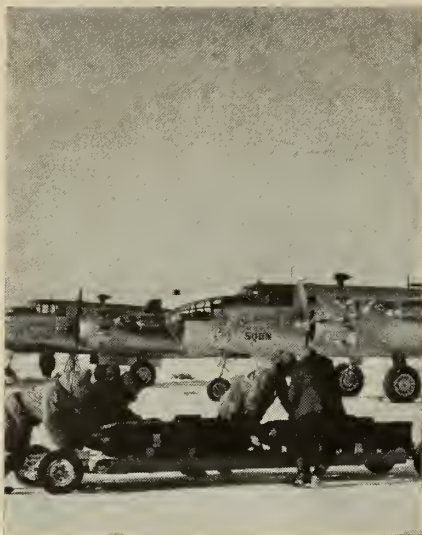
The CF-100, appropriately nicknamed "The Canuck," is a long-range, all-weather, two-seat interceptor powered by twin Orenda jet engines. Models in service are armed with eight 50-calibre machine guns and carry APG 33 radar. Other models, now coming into service, carry 50-calibre machine guns, air-to-air rockets, and APG 40 radar. Last February Defence Production Minister C. D. Howe told Parliament that the CF-100 "appears to be superior to its only immediate competitor."

To Canadians, the CF-100 is symbolic of their love of freedom and of homeland, and of their own self-reliance. It is their *Excalibur* and *Cross of Lorraine*. It is "The Symbol."

Everybody's job. Organizationally, the RCAF Reserve has three sub-components: the Auxiliary, the Primary Reserve and the Supplementary Reserve. Unlike the U.S. setup, no office at Defence Department level is responsible solely for Reserve affairs. In substance, the Reserve "is everybody's job." Policy emanates from the Hon. Brooke Claxton, Minister of National Defence, and Air Marshal C. R. Slemon, CB, CBE, CD, present RCAF Chief of Air Staff. When implementation of policy is necessary, information is released through the RCAF's Chiefs of Air Operations and Training.

Similarly, no major RCAF Command carries specific responsibility for the Reserve. However, since the bulk of it is

(Continued on page 10)



Bombs are loaded aboard a "Mitchell" bomber by Reservists of the Saskatoon auxiliary squadron who perform training under sub-zero conditions.

The Symbol and the Shield (Continued from page 9)

committed to the air defense mission, ADC supervises and administers most Reserve units. Tactical Air Command, to which two Reserve flying squadrons are committed, is the only other major command appreciably concerned.

It's noteworthy that the RCAF has no strategic bomber force. This stems from the primary concern of the RCAF to maintain the best possible air defense of Canadian skies, within limitations of its own resources. Canadian airmen look to USAF's Strategic Air Command for retaliatory bombing support.

The Auxiliary Force is comprised of all organized units of the Reserve: fighter, fighter-bomber, light-bomber and aircraft control and warning squadrons plus the usual supporting organizations. The Auxiliary numbers approximately 5,700 men and women.

The Auxiliary has 12 flying squadrons. Ten are ADC-supervised fighter and fighter-bomber squadrons located in such population centers as Montreal, Toronto, London, Hamilton, Calgary, Winnipeg and Vancouver. Two others are TAC-assigned and fly "Mitchell" (B-25) light bombers out of Edmonton and Saskatoon.

Train on weekends. Members of the Auxiliary train each weekend and one evening weekly. They also take two weeks of summer training and in recent years have participated effectively in special joint RCAF-USAF continental air defense operations such as "Exercise Tailwind" and "Exercise Signpost."

In all, Auxiliary members are authorized full rank pay for 71 training days annually, which compares very favorably

with U.S. pay rates. The RCAF Reserve has no monetary retirement benefits, unless Reserve service is preceded by 10 years of Regular Force service.

Generally speaking, the Auxiliary is a youthful organization. Fighter pilot positions, especially, show a scarcity of WWII veteran incumbents. Most of the single-seater "jockeys" are recent graduates of the Regular or Reserve Force training programs.

An important segment of the Auxiliary program is directed to aircrew and ground crew training. Through it, unskilled Auxiliary enlistees are trained at Regular Force schools in such "trades" (AFSCs) as piloting, radar, communications, electronics, armament, and aero-engine and airframe maintenance. The pilot course requires 52 weeks of attendance on a full-time duty basis. Ground crew training covers 12 weeks.

Course graduates are placed in appropriate position vacancies on return to their Auxiliary units. In this way full staffing is maintained, despite personnel turnovers.

Pilots In Two Years

An outstanding feature of the RCAF's University Reserve Training Plan (similar to AFROTC) is that enrolled students are normally commissioned as Pilot Officers (2d Lts) after two years if able to complete three years training with the URTP Squadron prior to graduation.

The ADC supervisors, all of whom occupy key positions within Auxiliary units, think well of their Reservist associates. For example, Group Capt V. H. Patriarche, commanding 2d Group Hq, Toronto (similar to ConAC's Air Reserve District), said "They're enthusiastic, intelligent lads." Then, as he admired the CF-100 model on his desk, added, "Given tops in operational tools, the Auxiliary will be ready when required."

Primary Reserve. The non-organized active Reserve membership is concentrated in the Primary Reserve. Elements of this sub-component, which include approximately 3,300 Reservists, are the Canadian Services Colleges (tri-service "West Points") and University Reserve Training (similar to the USAF ROTC). Others are mobilization assignees, participants in Reserve Tradesmen (Basic) and Refresher Flying training plans, and the Royal Canadian Air Cadets.

The Reserve Tradesmen Training Plan (Basic) on a part-time basis intro-

duces skilled and semi-skilled civilians to the initial prerequisites of RCAF life, followed by two months of full-time summer training in the military application of their specialties or "trades."

The Refresher Flying Training Plan enables qualified veteran RCAF pilots to "keep their hand in." They are trained under auspices of the Dominion-wide Royal Canadian Flying Clubs in "Chipmunk" aircraft, a small, low-wing prop-driven monoplane similar to the old Fairchild M-62 trainer. In an emergency, RCAF officials estimate that they will require only brief additional training for qualification as Regular Force instructors or staff pilots.

The Royal Canadian Air Cadets resemble the cadet branch of the Civil Air Patrol in this country and receive RCAF support and training similar to that rendered CAP.

Pool of experience. The Supplementary Reserve, last RCAF Reserve sub-component, includes approximately 130,000 WWII veterans. These officers and airmen wish to retain RCAF affiliation but are unable to participate in the active Reserve. It is believed that this pool of experienced personnel will prove invaluable should emergency dictate a rapidly expanding RCAF.

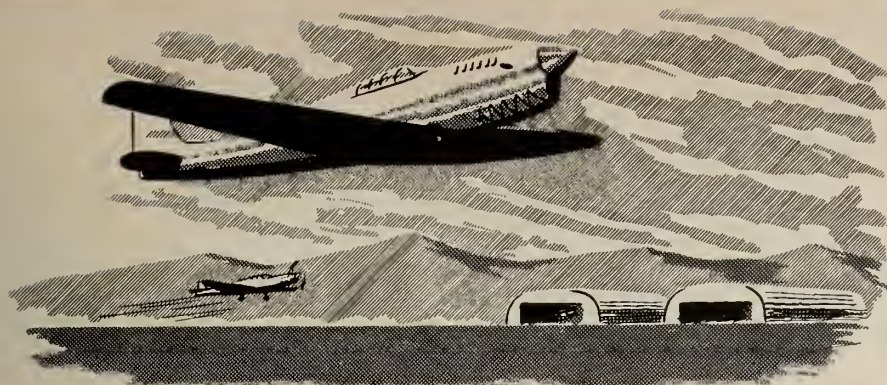
Aligned as it is with the USAF in the mutual air defense of the North American continent, it's comforting to realize that the spirited, well-trained, well-equipped RCAF constitutes one of the hard-forged shields of freedom.

It's reassuring, too, that the equally enthusiastic, and soon-to-be well-equipped RCAF Reserve "will be ready when required."

A redoubtable combination is The Symbol and The Shield!



These plainsmen pilots of Calgary have completed another Reserve training flight in the "Mustang."



Former 'Flying Tiger' Joins Reserve

By Major Frank Campbell, Jr.

Reserve Information Officer, Hq Fourteenth Air Force

ONE OF THE original cubs of Gen Claire Chennault's "Flying Tigers," who sharpened his claws on Jap Zeros before World War II, has returned to the lair.

Col David Lee "Tex" Hill, fighter pilot with the old American Volunteer Group, has joined the 8707th Pilot Training Wing at Brooks AFB, Tex. Taking his place among far-sighted Air Force Reservists who make up the program, "Tex" heads the unit's flying training group.

And it is a real homecoming, too. The 8707th is administered by the 2577th AF Reserve Flying Training Center, which is a subordinate unit of Fourteenth AF. The Fourteenth was born in China, while David Lee Hill was chasing Nipponese aircraft out of Far Eastern skies as a newly-recruited member of the Army Air Corps. Now "Tex" is back in his old outfit.

Flew with Navy. Since he was graduated from Pensacola with Navy wings in 1939, "Tex" Hill has always had his eyes on the sky. The AF Reserve Tng Wg at Brooks AFB is the answer to his current problem of getting into the blue in something other than commercial aircraft. The trim T-28s on the flight line at Brooks "compare favorably with the old P-40" for performance, he says.

Harking back to the days when training aircraft were slow bi-planes, Tex marveled at the sleek T-28s with their higher speed and salty performance. And he should know.

Back in uniform on training weekends, Colonel Hill recalls his early experiences with the then Army Air Corps in China. When he joined the American Volunteer Group in June of 1941, he flew with the handful of adventurers until July of 1942, when he was inducted into the Army Air Corps.

"We could have gone into any service," he said, "but the purpose in joining the Army air arm was to help in activating new fighter groups. Incidentally," he chuckled, "three of the five men who were flying with me were ex-Navy men."

This combat-tempered nucleus of fighting Americans was largely responsible for the success of the infant Fourteenth AF that ruled the air over China. Led by General Chennault and sparked by his seasoned veterans, the "Flying Tigers" roared defiance at the Nipponese and fought a delaying war to save China.

Completing his combat tour, "Tex" Hill was returned to the U.S. where he served as commander of the Eglin Field Proving Ground Gp for seven months.

At General Chennault's request, he gladly relinquished the stateside duty and returned to China to take command of the renowned 23d Fighter Gp.

Another combat tour under his belt brought the now famous fighter pilot another eastward trip across the Pacific and he was assigned to the 449th Fighter Gp. The 449th was the father of today's AF jet fighter units, the first group to fly the then radical flying blowtorches.

"I was lucky," Tex admits with a grin, "and checked out in the old Bell P-59, the forerunner of the P-80."

Released from active duty in 1946, the fighting Texan "went to a ranch up in the hill country north of San Antonio for a couple of years." But, wartime associations are lasting. Col Merian C. Cooper, a former chief of staff for the old Flying Tigers, contacted Tex at his ranch. Now out of the service, Colonel Cooper was back in Hollywood producing motion pictures.

"Tex," Colonel Cooper said, "I need a guy to do a job."

Never one to turn down an interesting prospect, Colonel Hill signed a contract. But what a contract! Colonel Cooper, in the planning stages of the motion picture "Mighty Joe Young," needed shots of a baby gorilla. Tex signed a contract for a year, took off for the Cameroons in West Africa, and got the pictures.

The fact that he had never captured a baby gorilla before didn't deter the former fighter jockey.

Back from Africa, his growing family convinced Colonel Hill that his globe-trotting days were over. Now the father of three girls and a boy, he is an independent oil broker, leasing and drilling wells.

The new flying training group commander of the 8707th Pilot Tng Wg started life with an edge on most of his AF Reserve comrades. He knew about Korea many years ago. He was born there. The son of a missionary, he returned to the U. S. at the age of three, and lived in Virginia until 1921, when his father was called to San Antonio.

Schooled in Texas. His early schooling was received in San Antonio. Later he attended high school at McCallie, Tex, and went on to a military school at Chattanooga, Tenn, before entering Texas A. & M. as a freshman.

Why did he join the AF Reserve?

"There's no use in sticking your head in the sand," he said. "We might as well face it—we need a strong military force to keep the freedoms we protected in two world wars. The best way to do that without burdening the American taxpayer with a huge defense budget is through training a strong Reserve force."

"It's our country and it's up to us to protect it."

Short Bursts

Air Museum Planned

Preliminary planning is underway for construction of the National Air Museum in Washington, DC. The proposed museum will be the first building specifically designed and constructed for the exhibition of aeronautical material. Congress established the Air Museum in 1946 as a bureau of the Smithsonian Institution. Although several aeronautical exhibits are on display in the overcrowded Smithsonian, most of the data and memorabilia is stored in prefabricated buildings in Suitland, Md. A joint contribution of \$25,000 by the Air Transport Association of America and the Aircraft Industries Association has sparked a study to determine the cost, design and site of the proposed building.

Inductees Total 18,000

The Department of Defense has requested the Selective Service System to provide Armed Forces Induction Stations with 18,000 men during February 1954 for assignment to the Army. The Navy, Marine Corps and Air Force do not intend to place calls with Selective Service for February.

Foundation Moves

The AF Historical Foundation, established last May to preserve the annals of American Air Power—especially the annals of the USAF—has been moved from Washington, DC, to the Air University, Maxwell AFB, Ala. Activities of the Foundation include the dissemination of accurate and complete historical information on air subjects and the preservation of significant materials depicting the history, culture and traditions of the USAF. Plans to expand the activities of this rapidly growing organization include a museum, smaller travelling exhibits, historical publications, an art collection and a lecture series.

ECI Graduates 10,000

The USAF Extension Course Institute rounded out 1953 activities with the awarding of its 10,000th diploma. These diplomas are issued to students who successfully complete ECI correspondence courses. The Institute offers a series of general and special courses for officers and airmen based on the curricula of resident AF schools. More than 35,000 Reservists are currently enrolled.

New AFRes Construction

Contracts totaling \$1,063,239 have been awarded for construction and repair of facilities for Air Reserves at Scott Air Force Base, Illinois. This money will be spent on roads, a water system, a sewage disposal system, an electrical distribution system, a warehouse and an administration and training building. The construction began in December and will be completed by September of this year.

Overseas Short Tour Out

AF Reservists not on active duty who are assigned to activities located within the continental U. S. will not be ordered to short tours of active duty for training at places located outside the continental limits of the U. S. Moreover, such Reservists will not be ordered to duty within the Zone of Interior and then placed on temporary duty outside the U. S.

100 Eyes for News

When it became necessary to retile Detroit's 9127th Air Reserve Group's monthly publication due to the redesignation of VART units, staff writers of the Journal dipped into Greek mythology and came up with the thought-provoking name of "Argus." According to legend Argus was an ever-vigilant monster with 100 eyes, and the 9127th says "100 eyes will certainly assist us to see all sides of an issue." By separating the letters of Argus it can be seen that each corresponds with the new group designation: The 9127th "A"ir "R"eserve "G"roup, "U"nited "S"tates.

Attention Reserve News Reporters!

The AIR RESERVIST wants news and feature stories on AF Reserve and Air National Guard activities and personalities from units and individuals so we can provide the best possible coverage of Reserve Forces' affairs. Copy material should be typed double space on one side of paper, and sent to the Editor, AIR RESERVIST Magazine, Room 834, Old Post Office Bldg, Washington 25, DC.

TTAF Announces Two New Courses

THE TECHNICAL Training Air Force has announced the establishment of two new advanced refresher courses in the Intelligence Field for Reservists.

They are the Advanced Intelligence Photo-Radar Officer Course No. OR-2044-2 and Advanced Intelligence Officer Course No. OR2011.

These new courses coupled with the Intelligence Officer Course No. OR2054 and the Intelligence Photo-Radar Officer Course No. OR2044-1 (formerly Course No. R-2044) offer the Reserve Intelligence Officer a new, wider choice of assignment for refresher training.

Under this procedure, Intelligence Officers in the grade of major or below may attend either Course Nos. OR2054 or OR2044-1 to become familiar with the latest changes and developments in the field of operational intelligence and photo-radar interpretation.

The Advanced Intelligence Photo-Radar Officer Course No. OR2044-2 has been established to provide specialized instruction in a specific phase of photo-radar interpretation with a different subject presented each calendar year.

These various subjects are as follows: Industrial Photo Intelligence (Heavy Industries); Industrial Photo Intelligence (Light Industries); Tactical Photo Interpretation; Bomb Damage Assessment; Radar Photo Interpretation; Oblique Photography and Advanced Photo Math for PI measurements; Use of color, color camouflage, infra-red and other film filter combinations.

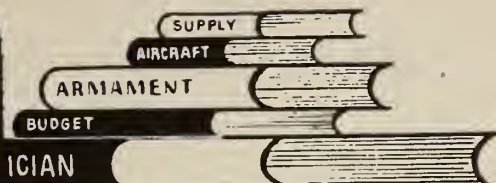
This method will enable Reservists to attend this course each year if they desire but sequential attendance is not required. Reserve officers attending this course should be graduates of Course OR2044-1.

The final course in the sequence will be the Advanced Intelligence Officer Course No. OR2011. This course will provide advanced Intelligence training for officers in the grade of captain through colonel.

The Intelligence Photo-Radar Officer Course No. OR2044-1 and the Advanced Intelligence Officer Course No. OR2011 will be conducted during FY55. However, Course Nos. OR2044-2 and OR2054 will be offered during the following period with 10 student spaces available for each class entry:

6 Apr 54	20 Apr 54
4 May 54	18 May 54
1 June 54	15 June 54

School Call



Short Courses Are Open To Officers and Airmen

RESERVE FORCES personnel desiring to attend short-term refresher courses offered by the Air Training Command schools during the early months of 1954 should submit applications immediately.

Courses for officers will be given in 10 technical fields. Airmen instruction will cover three specialties. Reporting dates for the two-week courses listed below are April 6 and 20; May 4 and 18; 1 and 15 June.

	Prerequisite	
Officer Courses	AFSC	Location
Aircraft Maintenance	434	Chanute AFB, Ill
Armament	323	Lowry AFB, Colo
Budget and Fiscal	673	Lowry AFB, Colo
Communications	301 or 303	Scott AFB, Ill
Intelligence Photo		
Radar	201 or 205	Lowry AFB, Colo
Intelligence Photo		
Radar (Advanced)	204	Lowry AFB, Colo
Personnel	732	Scott AFB, Ill
Statistical Control	683	Lowry AFB, Colo
Aerial Photography	233	Lowry AFB, Colo
Supply	642	F. E. Warren AFB, Wyo
Airmen Courses		
Aircraft Engine		
Mechanic	43151	Lowry AFB, Colo
Supply Technician	32022	Sheppard AFB, Tex
Armament Technician	64050	F. E. Warren AFB, Wyo

These courses are designed to acquaint Reservists with the latest developments in fields of individual experience, consequently it is imperative that each applicant possess the AFSC pertinent to the course. Qualifications are prescribed in the USAF Training Prospectus. Eligibility for entry into refresher training courses may be established by either primary or additional AFSC.

Reservists are generally not enrolled in a course which is similar to a technical training or refresher training course previously attended. This restriction may be waived in exceptional cases where the individual's skill in his specialty has been reduced due to changing conditions within the occupational field or a lack of training opportunities. The granting of waivers will be determined by the Reservist's need for additional formal school training.

Those whose previous applications were not approved due to lack of space at the schools are encouraged to reapply.

Physical examination is required only if the applicant has a physical disability, is ill, has been injured since last final-type exam, or is drawing a pension, disability, allowance, or compensation.

Make application. A member of the AF Reserve may apply by writing a military letter to the office having custody

of his field personnel file. The letter should contain the following information: name, rank, service number, course applied for, reporting date or alternate date, primary and additional AFSC, permanent residence and/or mailing address if different, and Reserve unit affiliation.

Mobilization Assignees and Designees should name the AF office to which they are assigned. Applications will be verified and forwarded to the Technical Training Air Force for approval.

Air Guardsmen may apply to the National Guard Bureau through regular ANG channels.

ConAC officials recommend that final arrangements to take leave of civilian work should not be made until orders are received to report to the military class for which application was accepted.

Air University Offers Residence Courses

THREE RESIDENCE courses of the Air University are open to officers of the Reserve and Air National Guard during the remainder of FY54.

Several classes are in session and those named below have starting dates far enough in the future to allow time for processing of applications. A schedule of courses for FY55 will be published in a subsequent issue of The Air Reservist.

Application for the following courses should be made without delay:

Course	Starting Dates	Duration
JAG Staff Officer	May 10	10 weeks
Squadron Officer	March 29	" "
Academic Instructor	March 1	6 weeks
" "	April 19	" "

Air Reservists may submit a letter of request to the office having custody of their field personnel file. Guardsmen apply to the National Guard Bureau through regular ANG channels.

Applications will be considered on the basis of priority: (1) Unit program elements (AFRes training units) and programmed specialist, general and professional individual training units (Mobilization Assignees and Designees, Air Reserve units); and (2) Other members of the AF Reserve. While all applications will be considered, submission of request does not constitute nor guarantee final selection. Applicants will be notified in writing as to their selection or non-selection.

THE AIR RESERVIST

AIR FORCE RESERVE ★ AIR NATIONAL GUARD ★ AIR FORCE ROTC ★ CIVIL AIR PATROL ★ EXPLORERS, BSA

An official publication of Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

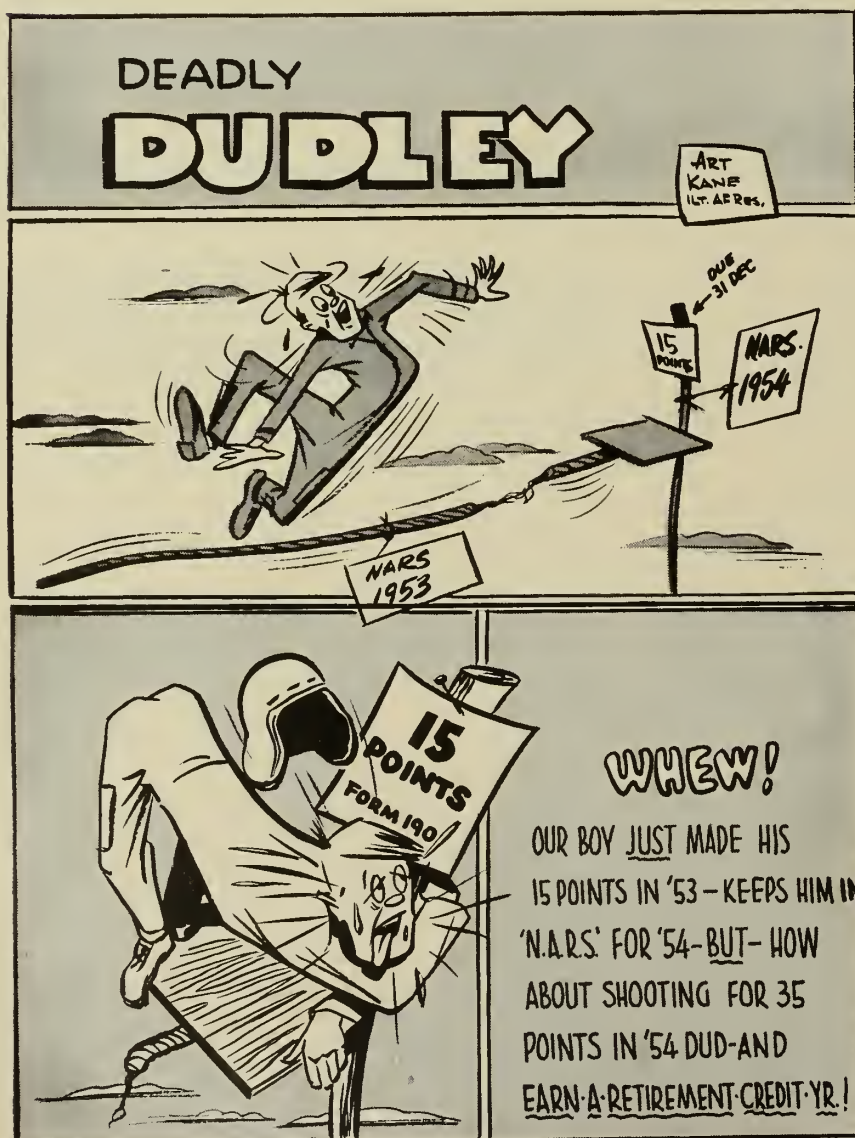
Editorial Office: Room 834 Old Post
Office Bldg, Washington 25, DC
Maj C. R. Wyrosdick (AFRes), Editor
Thomas R. Lenahan, Associate Editor

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Mitchel AF Base, NY.

Bureau of the Budget approval of this magazine given on 27 June 1952.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

COVER—The Maple Leaf, national emblem of Canada, serves as appropriate backdrop for the Royal Canadian Air Force's home-built CF-100, the all-weather, twin-jet interceptor which is a symbol of freedom and self-reliance throughout the Dominion.



WHERE DO YOU FIT?

Are You?

GREAT STRIDES were made during 1953 toward a revitalized and well-administered AF Reserve. Major accomplishments were: Establishment of realistic and well defined objectives by the Reserve Program Review Board under the chairmanship of Lt. Gen. Leon W. Johnson, Commander, Continental Air Command; establishment of the Air Reserve Records Center at Denver; conversion of officer appointments to permanent-type commissions in lieu of previous five-year term appointments; completion of a nationwide inventory of AF personnel to bring records up to date; training designations were authorized for AF Reserve Unit members; recruitment of 14,000 non-prior service personnel for Reserve wings was authorized; and inactive duty training pay was authorized for Standby Reservists.

ConAC officials anticipate equal or greater progress during 1954. However, they expressed concern on two vital issues. The first is why so few Reservists are applying for Standby status and second, why so many Reservists are remaining in the Non-Affiliated or Ineligible Reserve Sections.

ConAC believes the legal language of the Armed Forces Reserve Act may not be thoroughly understood or the press coverage of the Act may not have been adequate. ConAC hopes that better definitions will assist Reservists in determining their proper status and thereby improve participation in active training elements:

READY RESERVIST: Available for recall to active duty in an emergency declared by the President.

STANDBY RESERVIST: Available for recall to extended active duty in event of war or emergency declared by Congress.

NON-AFFILIATED RESERVIST: Not assigned to a unit but earning 15 points a year.

INELIGIBLE RESERVIST: Not assigned to a unit and not earning any points. Unless he affiliates with a unit he will be considered for separation after one year.

Now that we understand basic terms, *Are you Ready or Standby?* The Armed Forces Reserve Act made it mandatory that practically all members of the AF Reserve be placed initially in the Ready

Ready Or Standby, Non-Affiliated Or Ineligible?

erve. This was done on 1 January 3. It also provided that Reservists in certain service could apply for standby status. If you are now in Ready Reserve, meet the service criteria, and desire Standby status, *you* must initiate application for such status.

The question to ask yourself is: Am I available for recall to duty in event of an emergency declared by the President or would I prefer to await recall until Congress declares an emergency? Another way of putting the question is: Would you be available for partial or full mobilization? Ready is presidential or partial, Standby is Congressional or

While the AF desires the strongest possible Ready Reserve, it also wants Reservists to know their legal rights and that their records reflect their true status and availability.

Vital Question. The second, but equally vital question: Are you a Non-Affiliated or Ineligible Reservist? Concern on this question stems from Question #1 concerning Standby status.

The AF Reserve Personnel Inventory contains many Reservists who meet eligibility criteria for Standby status. Formerly, pay for training was limited to members of the Ready Reserve. Anticipating a large number of Reservists applying for Standby status, the Secretary of Defense last year authorized pay for training in Standby status in many Reserve units.

ConAC wants Standby Reservists to know that they can receive pay for training in many units. ConAC feels that when these facts are known, applications for Standby status will increase and many Reservists will apply for training assignments, thereby decreasing the large

number of Non-Affiliated and Ineligible Reservists.

Visit nearest unit. If you are assigned to the Non-Affiliated Reserve Section or the Ineligible Reserve Section and want to become active, visit the nearest Air Reserve unit and join up. The unit will then also take care of your application for Standby status. If you do not desire to become affiliated but desire Standby status, clip out the application provided below. This form should be mailed to the Commander, Air Reserve Records Center, 3800 York Street, Denver 5, Colo.

Remember, ConAC wants you active in either Ready or Standby status. If you're eligible and desire Standby status, it's your legal right, but *you* must make application. Do it today. It's important to you, to ConAC, and to the USAF.

REQUEST FOR STANDBY RESERVE STATUS

TO: Commander Air Reserve Records Center 3800 York Street Denver 5, Colorado					LAST NAME—FIRST NAME—MIDDLE INITIAL	
					GRADE	SERVICE NUMBER
PRESENT ASSIGNMENT					MAILING ADDRESS	
NARS		IRS		ISLRS		
<p>I hereby request the award of STANDBY RESERVE STATUS and certify that I am eligible by virtue of the criteria checked below:</p> <p><input type="checkbox"/> 1. Completion of five (5) years active duty, OR</p> <p><input type="checkbox"/> 2. Completion of a combination of five (5) years active duty and satisfactory reserve participation, OR</p> <p><input type="checkbox"/> 3. Completion of two tours of extended active duty: 12 months between 7 Dec 41 and 2 Sept 45 plus 12 months subsequent to 25 June 50, OR</p> <p><input type="checkbox"/> 4. Completion of eight (8) years (active or inactive service) as a Reservist since 2 Sept 45.</p>						
DATE OF REQUEST					SIGNATURE	

NO. 23-B 2/54-320,000

USAF Periodical 30-1

pictures of the month



1 A Civil Air Patrol pilot scans the Alaskan sky before taking off on a simulated rescue mission in the arctic wastes where temperatures drop below zero. He is one of the many volunteer CAP members who participated in a recent full-dress demonstration designed to test proficiency of the unit.



2 The co-pilot signals in the CAP flyer, who having sighted the wrecked Piper Cub, will now evacuate the "injured" pilot. A second plane will carry the co-pilot to a nearby base. The CAP flies thousands of hours annually, without pay, performing individual and official search and rescue missions.



3 While awaiting evacuation, the "injured" pilot (foreground) has received medical care. The co-pilot guides the evacuation plane in for a landing at the scene of the accident. Although a simulated mission, this is representative of hundreds of mercy flights made annually by CAP volunteers.



4 The "patient" is removed from the rescue plane by CAP personnel to a waiting ambulance which will carry him to a base hospital. Thus another demonstration is completed by CAP, which helps to provide an air arm for home defense. Some 36,000 adults and 48,000 cadets belong to CAP.

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THE AIR RESERVIST

MARCH 1954

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AERONAUT'S HOLIDAY
see page 4

YOUR AIR FORCE

By The Honorable Harold E. Talbott
Secretary of the Air Force



Secretary of the Air Force Harold E. Talbott.

THE YEAR 1954 finds the world divided into two great power concentrations. The Communist world presents, with the combination of its long-range air force and its weapons of mass destruction, the greatest threat to our physical security today. The Communists have the capability of launching against the U.S. an air attack of devastating proportions at a moment of their own choosing.

The only truly effective counter to this threat is to prevent such an attack being launched. To insure against war, the U.S. must retain a retaliatory force strong enough to convince the Soviet Union beyond any doubt, that war with the U.S. would invoke massive retaliation against the Communist homeland.

The Strategic Air Command of the U.S. Air Force constitutes our retaliatory striking force. We must keep it combat-ready; provide it with the best aircraft, weapons and equipment that our American science and industry can devise. The existence of the capability for prompt and overwhelming retaliation, which SAC represents, serves to preclude the outbreak of a major war.

Balance of power. In my opinion, the deterrent influence of SAC constitutes the balance of power between our free world and the Communists. This retaliatory force of SAC is both offensive and defensive in character. On the one hand, it provides, should a war occur, our only means of going promptly and directly for a decisive and ultimate victory by assuming the offensive against the Communist homeland; on the other, it also has the capability of undertaking the most effective defense against enemy air attack by its capability of destroying the enemy air forces on their bases.

It is possible that through miscalculation, or even desperation, the Soviet Union might launch a surprise air at-

tack against the U.S. Against this possibility, we must provide a deterrent to aggression complementary to SAC by being strong defensively to protect our country and our strategic striking force against surprise air attack.

The U.S. can and must maintain both a retaliatory striking force and an air defense system. These forces must be numerically adequate and qualitatively superior to counter successfully the efforts of the Soviet bloc. The maintenance and support of these two forces should have first priority in our defense planning.

First-hand knowledge. I have been your Secretary of the Air Force a little more than 12 months now. I have traveled some 115,000 miles over the world—to the Far East, the Far North, through Europe, through the Mediterranean and all over the U.S.—visiting some 138 AF installations to learn the problems of the AF first-hand and to be better able to carry out my duties.

I want to assure you that the USAF is a magnificent fighting force. The Air Force started with 48 wings in 1950 and has expanded rapidly so that today it contains 112 wings. It will reach a strength of 115 wings by the end of June 1954 and our plans call for further expansion to 137 wings by 30 June 57.

During its expansion, the USAF also fought the air war in Korea. The action it carried on there will go down in the annals of aviation history. There is no doubt in my mind that without the striking power of the USAF, our ground troops would have been driven off the Korean peninsula in the early part of the war in 1950.

The Air Force also has moved rapidly to develop and is now re-equipping its wings with new and modern jet aircraft. Today propeller-driven aircraft other than our heavy B-36s are becoming

scarce. In another couple of years our AF will be a jet Air Force.

The Strategic Air Command, our principal striking force, is now using the B-29, the B-50 and the B-36 as its work-horses. B-29s and B-50s are rapidly disappearing, and by the end of 1955 SAC's medium bomber wings will have been completely re-equipped with the new work-horse of the AF—Boeing's six-jet medium bomber, the B-47.

While the B-36 will remain with us a bit longer, we have this year begun the production of Boeing's new eight-jet heavy bomber, the B-52, and by 1956 these magnificent new heavy bombers will be replacing our B-36s.

Our defense. The defense of this country is entrusted to our Air Defense Command. It is rapidly re-equipping its units with new jet all-weather fighters. We now have more than 50 fighter squadrons charged with the defense of the U.S. stationed throughout the country. These units are about 80 percent re-equipped with jet all-weather fighters.

In discussing the expansion of the AF which followed the outbreak of the Korean conflict, I would like to pay tribute to the officers and airmen of the Air Reserve and Air National Guard who were called back to active duty to permit the swift build-up of the Air Force.

The majority of the men who were rapidly recalled to duty in 1950 were veterans of WWII. This second disruption of their careers and of their family lives was a painful and expensive thing for many of them.

The entire Air Force joins me in a tribute to these men—to their fine combat records and to their patriotic contribution to the defense of our great country.

They have our heartfelt thanks.

CPX

RESERVES OPERATE



Headquarters, Operations Section, was in constant touch with all areas where members of the 9534th Air Reserve Sq served during the exercise.

THE AKRON MUNICIPAL Airport, usually a fairly deserted place since it was abandoned by the commercial airlines, hummed with activity recently.

At 1300 hours one Saturday, vehicles of all descriptions converged on the site as personnel of the 9534th Air Reserve Squadron took to the field to begin a two-day Command Post Exercise.

Individual "squadrons" were assigned locations in the surrounding airport area. From cars and trucks came tables and chairs, maps mounted on wallboard, portable typewriters and numerous aids to operations.

Communications were set up across the field to connect each area with "wing" headquarters in the airport administration building.

Strike "enemy." The CPX had begun. Telephones began to ring. Typewriters pounded. Couriers ran. The climax of operations was to be a bomber and fighter mission against an "enemy" objective.

The 9534th had flights from Akron, Youngstown, Warren, Cuyahoga Falls and Kent, Ohio.

A typical unit, Squadron "Blue Hole," commanded by Capt Chester B. Dagilis, was located in the middle of a large parking area. Squadron B headquarters was in the bed of a two-ton truck. The squadron staff located their tables and typewriters around the truck for protection against the wind. WAF S Sgt Cora L. Jerrow was the First Sergeant.

Wrenches, tire irons and screw drivers became necessary operational items not because of any major vehicle breakdown but because the periodic wind storms would blow the paper work away without these necessary paper weights.

Maj Richard J. Crowley, squadron commander, was the originator of the CPX. Early last year he expressed a

desire to carry out such a project. He discussed the proposed activity with Capt Edward M. Ricketts, Sq Operations and Training Officer. It was decided that it should be incorporated into the regular training program, and would be a fitting climax to the year's work.



In headquarters, CPX field movements are followed.

These two officers developed the air defense part of the program to the point that assignments could be made. It was then decided that in order to capitalize upon the experience of personnel in the squadron, a bombing mission and a fighter strike should be added, and carried out concurrently with the main defense exercise.

The squadron staff was organized into a "wing" for the purpose of the exercise, and staff officers were appointed to duties as consistent as possible with military and civilian experience. Similarly, each of the flights in the regular 9534th Sq were organized into

"squadrons" within the "wing." Staff assignments were made by the commanders.

During the exercise a memorial service was held in honor of Lt Robert C. Cromwell, a former squadron member who was killed while serving on EAD.

Months of planning. Several months prior to the CPX, all members of the squadron were informed of the plans, and each simulated unit was at work organizing and preparing for its part in the exercises. Details of the problem became a part of every unit meeting.

One of the outstanding factors contributing to the success of the mission was the ingenuity which all personnel displayed in providing necessary equipment and aids for the operation. Each squadron had its own flight status boards, measuring devices and allied materials.

At the close of the exercise, Lt Col Robert L. Joles, commander of the parent 9103d Air Reserve Group, conducted a critique, pointing out the strengths and weaknesses. His concluding statement: "A job well done."



Flight "A" of the 9534th Squadron performed field communications duties as a part of the two-day CPX which dealt with the problems of aerial defense.



Col Clayton Stiles, 514th Wing Commander.

AERONAUT'S HOLIDAY

Hundreds of the nation's airline pilots are Reservists and more than 300 airliners have been earmarked for the USAF on M-Day. Here is how this important segment of the Reserve team stays in flying trim

By Tom Lenahan, Associate Editor

THREE DAYS A WEEK Clayton Stiles slips into the first pilot's seat of a sleek 74-passenger DC-6B airliner, "guns" its four Pratt-Whitney engines into roaring energy and wings off into varying skies over New York's busy La Guardia Airport.

Clayton Stiles' tri-weekly air journeys are non-stop passenger runs from La Guardia to Chicago's Midway Airport and return. Flying time on each leg is about three hours. On Wednesdays and Thursdays, he makes full round trips. He flies west on Friday evenings and east Saturday mornings.

Prematurely graying, 45-year-old Clayton Stiles flies about 80 pilot hours a month for United Airlines. In 27 years' flying he has logged 15,000 hours. He is close to the top of United's pilot seniority list.

The veteran birdman first flew commercially back in 1931 for the old Delta Air Corp, infant predecessor of the present day Delta-Chicago & Southern Airlines system.

Saw military service. He joined United as a passenger-plane co-pilot in 1933 and has been with that line ever since, except for two periods of active military service. His first passenger runs were in the 10-seat, tri-motored Boeing 247s between Newark and Chicago.

At UAL he is called "Captain," as are all commercial first pilots. This title distinguishes them from the co-pilots who generally are known as "first officers." Around the AF Reserve's 514th Troop Carrier Wing at Mitchel AFB, NY, he is correctly addressed as "Colonel." He was named commander of the 514th last summer at the end of an 18-month extended active duty tour as Deputy Commander of a Strategic Air Command wing.

Colonel Stiles began flying for the military in 1929 when he became an air cadet at March Field, Calif. Trained as an attack pilot, he won wings and a second lieutenant's commission in the old Army Air Corps Reserve at Kelly Field, Tex, the following year.

During WWII he participated in troop-carrier operations over North Africa, Sicily and France, concluding over three years of EAD as commander of the 314th Trp Carr Group. His decorations include the DFC, Bronze Star, Air Medal, Croix de Guerre (with palm) and Distinguished Unit Badge (with cluster).

He now devotes all or the better part of six days a month to Reserve wing activities plus an appreciable portion of three other days. Asked how he avoided boredom in this leisureless concentration on commercial and Reserve flight operations, the genial North Dakotan grinned.

Overdoing holiday. "I admit I seem to be overdoing 'the busman's holiday,'" he said. "But I'd really get bored without Reserve activity to fill gaps between commercial flights."

"Military affiliation has colored much of my life. I'd be lost without it. People in the wing speak my language—flying language. In common with them, I love flying—never get too much of it."

"We commercial pilots—there are 23 of us in the 514th—feel we're making a valuable contribution to the Reserve. Our profession gives us a world of experience in many aspects of flight and demands concentration on new developments. This we pass on to the wing's non-professional pilots, especially those in aircraft transition and other associated training."

"We ease the AFRCTC's burden by spreading the instructional effort. This accelerates transition and promotes wing efficiency. It's our bit toward helping the wing—and the Reserve in general—to an equitable position in the defense scheme. There's a lot of motivation and satisfaction in that."

Reservist Clayton Stiles personifies, perhaps, individual interest within the U.S. commercial air transport industry in the national defense picture. Industry-wide concern is directly reflected by the participation of many commercial air carriers in the Civil Reserve Air Fleet program.

CRAF is jointly administered by the USAF and Defense Air Transportation Administration for the Depts of Defense and Commerce respectively. Through it, the air transport industry cooperates with the government in preparations for immediate allocation of civil aircraft to the military in event of national emergency.

Ready force. The Reserve Fleet is composed of about 300 four-engine airlines' aircraft modified to facilitate conversion to military support operations within 48 hours. Present plans call for continued operation of these planes during the emergency by the airlines under government contracts.

Among certificated, stateside-incorporated lines participating in the CRAF project are American, Braniff, Capital, Delta-C&S, Eastern, National, Northwest-Orient, Pan-American, Trans-World, United and Western. Allocated aircraft include Douglas DC-4s and DC-6s, Lockheed Constellations and Boeing B-377 Stratocruisers. Also available if needed are new DC-7s.

All these carriers and others, like



United, are represented in the AF Reserve. For instance, Colonel Stiles, tactical group commander in the 514th, Col Bob Lewis, also jockeys a DC-6 for a living, flying between New York and Chicago for American Airlines. Others among AAL's flock of Reservist pilots are Col W. A. Miller, Mobilization Designee, Hq USAF, who chauffeurs the luxurious DC-7 non-stop "Mercury" between New York and Los Angeles; and Lt Col J. W. Christener, member of the 8708th Pilot Tng Wg,



Airline Reservists And Aircraft Types

CAPTIONS—Pictured left (top to bottom) are: Mohawk's dependable DC-3, Pioneer's Brig Gen Robert J. Smith; Frontier's Lt K. C. Huber; Pan-American's Col C. E. Blair and Delta-C&S's swan-like, four-engine, Constellation.

CAPTIONS—Pictured right (top to bottom) are: United's speedy DC-6B; American's Col R. C. Lewis; TWA's Col Russ Black; Continental's Lt. R. M. Wampler, a member of Colorado's Air National Guard; and Northwest Airlines' Stratocruiser.

COVER—Lt Col Elmer W. "Hap" Harris, AFRes, DC-6B co-pilot for National Airlines checks Miami-to-New York flight manifest with Stewardesses Jean Lewis and Solly Pocheco. A Kareon Sobrejet vet, he is an active Reservist.



Hensley Field, Tex, who operates a DC-6 between La Guardia and Dallas.

American's AF Reserve representation extends clear to the top. Its president, C. R. Smith, and vice president for operations, Lawrence G. Fritz, both hold Reserve general officer rank, major and brigadier, respectively.

Lt Col James O. Urquhart, a MATS Mobilization Assignee, is Capital's group and convention sales manager.

(Continued on next page)



Delta-C&S reports that 70 percent of its 510 pilots are AF Reservists. Among them are Col Wm. T. Arthur, vice president for operations; Col "Pre" Ball, chief pilot; Col L. C. Parker, vice president of traffic and sales; and Lt Col F. J. Schwaemmle, director of group presentations, cited in 1950 by *American Aviation Magazine* as one of the nation's five top pilots for "exceptional contributions to piloting and the industry."

Among Eastern Reservist pilots are Maj J. D. "Pete" Loveless and Capt Chet Miller. The Major guides EAL's giant 88-passenger Lockheed Super Constellations.

One of the most colorful of airline pilots is Lt Col Elmer W. Harris of National Airlines, a squadron commander in the Reserve's 435th Trp Carr Wg at Miami, Fla. Known to friends as "Hap," he regularly "pushes" NAL's DC-6s between Miami and Idlewild. Versatile "Hap" flew F-86 Sabrejets for seven months over Korea, shot down three MIGs, and came home with the Silver Star and DFC.

Two of Northwest-Orient's Reservists are Lt Col Joseph McKeown, who flies a DC-4 between Minneapolis and Washington, and Lt Ken Henderson, assigned to a big double-deck Stratocruiser running between the Minnesota metropolis and New York. Colonel McKeown flew AF Reservist General Doolittle out of China after the Tokyo raid. Lieutenant Henderson is a member of the Reserve's 440th Ftr-Bmr Wg, Minneapolis.

Pan-American's top executives include Brig Gen H. C. "Kris" Kristofferson and Col Dallas B. Sherman, both Reservists. Its senior pilot index lists Reserve Lt Col C. E. Lewis and Lt Col Edward Arrington. Recently lost via EAD recall was PAA's spectacular Col C. E. Blair who set a New York-London speed record in an F-51 Mustang in 1951.

One of TWA's senior Reservists is Col Russ Black who check rides its trans-Atlantic Constellation pilots as supervisor of flying in many ocean crossings. Another TWA pilot is Reservist Lt L. W. Flaherty. Lt Lenora Horton of TWA's public relations represents the distaff side of the Reserve.

Perfect record. The smaller "connecting" schedule airlines also employ many Reservists. Colonial, with the enviable record of no passenger fatalities in over 25 years of operation, has DC-4 pilots Capt Frank Cushing of the 8709th Pilot Tng Wg, Floyd Bennett NAS, NY, and Capt Archie Saccio, Mobilization Assignee to First AF Hq. Continental's Lt Bob Wampler, a Colorado Air National Guardsman, flies Convair 340s between El Paso and Denver.

Maj Coyle Logue and Lt Ken Huber pilot Frontier's DC-3s over Rocky Mountain territory. Capt Walt Ferrari and Capt C. J. McIntyre of Mohawk Airlines are members of the Ithaca (NY) Air Reserve Sq. When not steering North Central's DC-3s Capt Ray Anderson skirts clouds in F-51s of the 440th Ftr-Bmr Wg.

Aggressive Pioneer, which services 23 cities in Texas and New Mexico, is AF Reserve conscious from top to bottom. Its president, Robert J. Smith, former vice chairman of the National Security Resources Board, is a Reserve brigadier general and USAF Mobilization Assignee. Many of its 500 male employees are participating Reservists.

The relationship between civil and military aviation in this country is undeniable. The valuable contributions of AF Reservists to both are historical and have strengthened their natural kinship. Advancement of either commercial or military flight invariably results in progress for the other.

It must be logically reasoned, then, that sheer folly lies not in the professional aeronaut's seemingly superfluous participation in AF Reserve-sponsored "birdman's holidays." Rather it rests solely in doubting the wisdom of it.

April 30th Annuity Deadline Nears

All Regular, Reserve and Air National Guard officers and airmen of the Air Force with more than 18 years' longevity pay service must execute and file AF Form 806 by 30 April 1954 if they want to participate in the annuity plan established by the Uniformed Services Contingency Option Act of 1954.

Other officers and airmen must submit the required form before reaching 18 years' service if they wish to participate.

Details of the plan, contained in ConAC Letter 34-1, were publicized in the January 1954 issue of *The AIR RESERVIST*. The plan enables a participant to share retirement pay benefits with his survivors.

Summer Active Duty Training Scheduled for Reserve Wings

CONTINENTAL AIR COMMAND has announced sites and dates of two-week periods in the months of July, August and September during which the AF Reserve's 25 wings will undergo annual active duty training.

The Reserve's 25 wings are comprised of nine Troop Carrier, six Fighter Bomber, six Pilot Training, two Tactical Reconnaissance and two Air Depot wings.

Gaining commands* for the Pilot Training and Air Depot wings are Air Training and Air Materiel Commands, respectively. Tactical Air Command is the gaining organization for all other wings.

Regular AF wings of TAC have been designated as advisory units during summer training to appropriate Reserve wings. ATRC and AMC similarly will designate Regular advisory units for like-type Reserve wings at an early date.

Training locations and dates have been scheduled as follows:

Reserve Wing	Training Site	Dates
FIRST AIR FORCE		
512th Trp Carr	New Castle County Aprt, Del	July 11-Aug 25
375th Trp Carr	New Castle County Aprt, Del	Aug 7-21
302d Trp Carr	Clinton County AFB, Ohio	Aug 13-27
514th Trp Carr	Mitchel AFB, NY	Sept 12-26
445th Ftr Bomber	Clinton County AFB, Ohio	July 3-17
89th Ftr Bomber	Clinton County AFB, Ohio	July 24-Aug 7
8709th Pilot Tng	Floyd Bennett NAS, NY	Aug 13-27
88th Air Depot	Robins AFB, Ga	Aug 14-28
FOURTH AIR FORCE		
403d Trp Carr	Larson AFB, Wash	Aug 15-29
349th Ftr Bomber	Hamilton AFB, Calif	July 18-Aug 1
452d Tac Recon	Long Beach Mun Aprt, Calif	Aug 1-15
77th Air Depot	Norton AFB, Calif	Aug 8-22
TENTH AIR FORCE		
437th Trp Carr	Atterbury AFB, Ind	July 18-Aug 1
442d Trp Carr	Atterbury AFB, Ind	Aug 1-15
434th Trp Carr	Atterbury AFB, Ind	Aug 15-29
438th Ftr Bomber	Selfridge AFB, Mich	July 17-31
439th Ftr Bomber	Selfridge AFB, Mich	Aug 8-22
440th Ftr Bomber	Minneapolis-St Paul Intl Aprt	Aug 8-22
8711th Pilot Tng	Atterbury AFB, Ind	July 4-18
FOURTEENTH AIR FORCE		
435th Trp Carr	Miami Intl Aprt, Fla	Aug 8-22
8708th Pilot Tng	Hensley Field, Tex	July 4-18
8710th Pilot Tng (ME)	Memphis AFB, Tenn	July 11-25
8706th Pilot Tng (ME)	Ellington AFB, Tex	Aug 1-15
8707th Pilot Tng	Brooks AFB, Tex	Aug 15-29
94th Tac Recon	Dobbins AFB, Ga	July 18-Aug 1

* Gaining commands are commands to which a Reserve Forces unit would be assigned on M-Day.

Air Reserve Centers Provide New Advantages for Reservists

TWO MAJOR BENEFITS to AF Reservists are foreseen as a result of establishment of 50 new Air Reserve Centers throughout the country. All centers will be functioning by the end of June at locations indicated on pages 8 and 9 of this issue of The AIR RESERVIST.

The initial 28 centers will be housed in facilities now occupied by Air Reserve Districts and former AF Reserve Specialist Training Centers. ARDs will be discontinued on April 1. The remaining 22 Air Reserve Centers scheduled for early activation will be opened in cities in which former Volunteer Air Reserve Groups (now named "Air Reserve Groups") were situated.

First main advantage of the Air Reserve Center is that it will bring to all unit-affiliated Reservists, not associated with flying a strong Regular Air Force supporting organization capable of providing robust administrative aid and training guidance. It will resemble closely the support now provided to aircraft-equipped and combat-support wings by AFRCTC organizations.

Major types of broadened support to be provided by Air Reserve Center permanent party personnel to assigned Reserve units will be in the fields of administration, supply, general training and specialized training.

Second big benefit will accrue principally to the 180,000 Reservists presently assigned to the Non-affiliated Reserve Section and Ineligible Status List Reserve Section (NARS and ISLRS). In general, the geographical proximity of Air Reserve Centers to many NARS and ISLRS members will make unit affiliation and training more attractive to those heretofore unaffiliated Reservists. The centers also will provide Reservists who remain in NARS a nearby authoritative source of Reserve information and solution to many personal administrative and training problems.

Besides giving the new Air Reserve units the backing of a strong support agency, their membership now will be benefited by the best features of general and specialized training programs, ap-

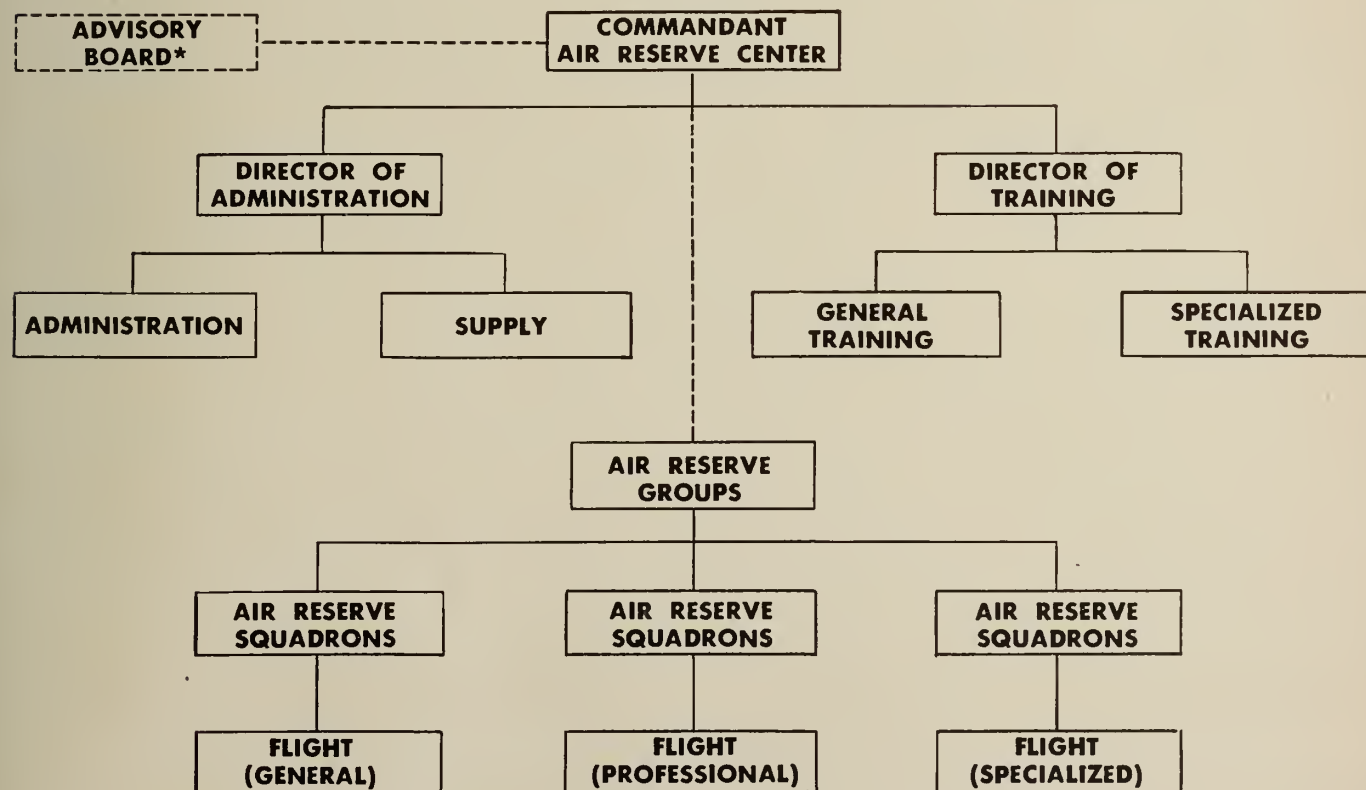
plicable in the past only partially to units below wing level.

Heretofore, general unit training was available only in VART units, and specialized training was offered solely by Specialist Training Center units. Since these units have been consolidated into Air Reserve Groups and will be assigned to Air Reserve Centers in localities where both existed, it was a natural corollary to combine outstanding phases of VART and STC training curricula in a single program designed for these groups.

More specialization. Specialized training for the first time may be available in ex-VARTU localities formerly lacking STC units. As indicated in the Air Reserve Center organization chart reproduced below, a specialized training flight may be a component of each Air Reserve Squadron.

Reservists assigned in the past to units confined to general-type training will be able to take specialized training offered within their own squadron. Intra-squadron transfers between general and specialized flights will not require time-consuming issuance of assignment orders. Formerly, orders were necessary to

(Continued col. 1, page 10)



*To include the Reserve Unit Commander.

Locations and Organization OF AIR RESERVE CENTERS



Schedules

Organization
Month FY54

Location *



First Air Force

April	New York, NY
April	Baltimore, Md
April	Louisville, Ky
April	Cleveland, Ohio
April	Richmond, Va
April	Buffalo, NY
April	Columbus, Ohio
April	Philadelphia, Pa
May	Pittsburgh, Pa
May	Boston, Mass
May	Albany, NY
May	Washington, DC
June	Springfield, Mass
June	Newark, NJ
June	Providence, RI
June	New Haven, Conn
June	Hartford, Conn
June	Rochester, NY
June	Dayton, Ohio
June	Wilkes-Barre, Pa
June	Syracuse, NY
June	Harrisburg, Pa

Fourth Air Force

April	San Francisco, Calif
April	Los Angeles, Calif
April	Seattle, Wash
May	Portland, Ore
May	Salt Lake City, Utah
May	Sacramento, Calif
June	San Bernardino, Calif

Tenth Air Force

April	Chicago, Ill
April	Detroit, Mich
April	Denver, Colo
April	Omaha, Neb
April	St. Louis, Mo
May	Minneapolis-St. Paul, Minn
May	Kansas City, Mo
June	Indianapolis, Ind
June	Milwaukee, Wis

Fourteenth Air Force

April	Birmingham, Ala
April	Ft. Worth, Tex
April	Tampa, Fla
April	Oklahoma City, Okla
June	Charlotte, NC
June	New Orleans, La
June	Houston, Tex
June	Tulsa, Okla
June	Atlanta, Ga
June	Austin, Tex
June	Shreveport, La
June	Nashville, Tenn

* Availability of suitable facilities has not been established in all cities listed.

Air Reserve Centers

(continued from page 7)

effect reassignment from a general-type (VART) squadron to a specialized-type (STC) squadron.

Discontinuance of separate units for officers and airmen assigned to specialized training is another result of the new Air Reserve Group program. These Reservists now may all be members of the same squadron.

Pay for participation in specialized training will still be available to Reservists.

Provision for a professional flight component in Air Reserve Squadrons has also been made in the new organizational setup. These units, composed of physicians, lawyers, etc., will be provided with professional training designed to keep them abreast of developments in the military aspects of their professions.

Further details on Air Reserve Centers will be published in subsequent issues of THE AIR RESERVIST.

Successful Cleveland Rally Sparks Area's Air Reservists

A group of Cleveland's industrial and civic leaders joined hands with the Ohio Department of the Reserve Officers Association recently in presenting an Air Force Reserve Rally for several hundred of the area's Reservists.

The problem of building and maintaining a strong Reserve was the theme of the one-day event that included a talk by Congressman George Bender, a giant rally in a downtown auditorium and a dinner featuring an address by Deputy Assistant Secretary of the Air Force Chester D. Seftenberg.

An open forum, presided over by Lt Col Robert W. Jacobi (AFRes), ROA president for the state of Ohio, permitted Reservists to get answers from the nation's top AFRes leaders.

Among the scores of prominent visitors attending were: Lt Gen Leon W. Johnson, Maj Gen Roger Browne and Brig Gen Robert Condon, Hq CON-AC; Maj Gen Philip Smith, Air Materiel Command, and Col Thomas King (AFRes), national president of ROA.

Louis B. Seltzer, editor of the Cleveland Press, spoke on "Cleveland Builds Air Power." Other discussions centered around the importance of the Reserve Forces as a vital natural resource.

One of the highlights of the meeting was the selection of a winner in the ROA-sponsored AFRes poster contest. The contest had been running for several weeks among art students in Cleveland's high schools. The winner, Allen Chiara, received a \$100 Savings Bond. Runners-up were Glen Triplett, second place, and Rita Socha, third place.



Winner Allen Chiara and his poster.

Contract Tours Up To 5 Years Open For Reserve Components

WRITTEN AGREEMENTS can be offered to members of the Reserve components of the Army, Navy, Air Force and Marine Corps by the military departments stipulating the length of active duty tours at one, two, three, four or five years.

The purpose of the Defense Department directive authorizing the agreements is to permit a Reservist to be voluntarily ordered to active duty or to remain on active duty for a period of definite duration.

The Secretaries of the military departments are authorized to make such agreements by Section 235 of the Armed Forces Reserve Act (Public Law 476). Priority will be given to critical groups and critical qualifications.

Contracts may be renewed on expiration of the contract periods if the renewals are agreeable to the military service and to the Reservist.

Authority to determine the number of contracts to be issued for each specified time period in each fiscal year is delegated to the Secretaries of the Army, Navy and Air Force subject to specified limitations. One such limitation is that the number of agreements issued in FY54 for each category of the one, two, three, four and five-year terms shall not exceed 20 percent of the number of Reservists programmed to be on active duty on 30 June 1954. (On 1 Jan 54 there were more than 100,000 AF Reservists and Guardsmen on active duty.)

In time of war or national emergency, a member of the Reserve whose period of active duty expires under a written agreement may be retained on active duty involuntarily in accordance with the law.

Severance pay. Involuntary release of a Reservist serving on active duty under an agreement, except for reasons stated in the Armed Forces Reserve Act, entitles the Reservist to severance pay computed at one month's pay and allowances multiplied by the number of years (including any pro rata part) remaining as the unexpired period of his agreed term of active duty. That amount will be in addition to any pay and allowances which he may otherwise be entitled to receive.

An officer who accepts a contract tour must serve for the time specified in his agreement. He shall not be released involuntarily—(1) By reason of a strength reduction unless the release is in accordance with recommendations of an officer board appointed by proper authority to determine who shall be released, or (2) For reasons other than (1) above without an opportunity to be heard by a board of officers, unless the release is pursuant to sentence of courts-martial or final conviction.

Agreements shall not extend beyond the known date of any officer's eligibility for retirement.

Contracts will not be offered to any officer serving "on obligated active duty." Individuals in this category include AF ROTC officers, flying school graduates serving their minimum required service, and others who received Government-financed education and agreed to serve a minimum time.

The Defense Department directive setting up the contract program permits agreements for active duty enlisted Reservists.

Detailed regulations and instructions will be published by the Air Force in the near future.

MANY RESERVISTS ENROLLED IN ECI

AN AIR FORCE airman not on active duty is the 75,000th student to be enrolled in USAF's Extension Course Institute.

He is T/Sgt Edward Y. Warrington of 2499 E. Michigan ave, Ypsilanti, Mich, a member of the 9615th Air Reserve Squadron, Ann Arbor. Sergeant Warrington enrolled for the Officer Candidate Correspondence Course.

Reorganized under the Air University in 1950, the USAF Extension Course Institute was set up to provide extension courses patterned after the courses taught in Air Force resident schools.

The program was designed to give Reservists an opportunity to keep informed on Air Force developments and to earn Reserve points.

From the beginning Reservists have taken advantage of ECI's study program. At one time the number of Reserve students far outnumbered the students from the Regular Air Force.

Two to one. Two years ago there were more than three times as many Reserve students as active duty students enrolled with ECI. By the fall of 1952 the Reserve students outnumbered the Regulars two to one. Now more than 35,000 Reservists are enrolled.

These Reservists are enrolled for all ECI courses, with the heaviest enrollment of Reserve students in the Squadron Officer Correspondence Course, one of the Institute's general military education courses. In the special education courses, Reserve enrollment is highest in Course 501, Aircraft Maintenance Officer; Course 504, Electronics Officer; and Course 505, Supply Officer.

Reserve personnel on inactive status are entitled to one credit point for every three hours of study with the USAF Extension Course Institute.

ANG Generals Nominated

President Eisenhower has sent to the Senate nomination of four Air National Guard officers for promotion to major general and four to brigadier general in the Reserve of the Air Force. To be major generals: Brig Gen Laurence C. Ames (Calif), Brig Gen Guy N. Henninger (Neb), Brig Gen James A. May (Nev) and Brig Gen Errol H. Zistel (Ohio). To be brigadier generals: Col Lewis A. Curtis (NY), Col Joseph J. Foss (SDak), Col Maurice A. Marrs (Okla) and Col Winston P. Wilson (Ark).



Mail Bag

Dear Editor:

Is each year of military training completed at an accredited Senior ROTC Military Academy creditable towards Reserve retirement?

Capt C. M. Monteiro
Richmond, Va

No. Par 2b.(1) AF Reg 45-7, 27 Sept 49 lists the components in which a Reservist must complete 20 years of satisfactory Federal Service (not necessarily consecutive) to be eligible for retirement pay.

Dear Editor:

I was called to active military duty for a period that exceeded 30 days, but the way things turned out I was separated before I served 30 days. Will I be entitled to the free insurance coverage for 120 days after my date of separation, even though I didn't serve more than 30 days?

TK
Washington, DC

Yes. So long as you were called to active duty for more than 30 days, you will be entitled to the 120-day coverage after separation, even though you didn't actually serve all that time.

Dear Editor:

What level of command approves promotions for Reserve airmen?

HL
Hempstead, NY

ConAC Regulation 39-11 delegates to ConAC Air Force commanders the authority to promote Air Force Reserve airmen of their commands. This authority to promote Reserve airmen may be further redelegated to

commanders of the Regular air force units required to maintain the field personnel records of Reservists. The vacancy requirements for certain members of Air Reserve units will be computed on the first day of each month by each ConAC air force commander based on the assigned strength at the time.

Dear Editor:

Reservists are not allowed to receive AF Reg 60-2 credit for flying time performed in civilian aircraft of less than 400 hp. Why?

SO
Newark, NJ

The Air Force position is that all USAF pilots are trained with the objective in mind that their flying duties will require piloting of military aircraft having a horsepower rating considerably higher than 400. AF Reg 60-2 outlines the minimum flying requirements that must be met. The purpose of that regulation would be defeated to a large extent if Reservists were permitted to meet annual requirements in light aircraft of a type which, in all probability, the majority of them would never be called upon to fly on a combat or other essential mission. Pursuant to paragraph 22-d, AFR 60-25A, flying time obtained in civil aircraft with less than a 400-hp rating can be recorded as a consolidated total in Section III of AF Form 5. Flying time obtained in civil aircraft with a rating of 400 hp or higher may be credited toward meeting 60-2 requirements.

Comments and queries of an unofficial nature may be submitted to the Editor of The AIR RESERVIST, Room 834, Old Post Office Bldg, Wash, DC, for possible publication in this column. Letters should be brief and of general interest. Author's name should be given, but will not be printed if so requested. No personal mail replies can be made.

AF ROTC Rifle Match Set For Spring

AF ROTC units across the country will compete for rifle-shooting honors this spring when the winning team and individual champions are to be crowned.

Unit squads, composed of five AF ROTC marksmen, will be in competition for a 36-inch bronze trophy designated as the "Secretary of the Air Force" trophy. This trophy will be retained by

the winning unit for one year, after which it will be awarded to the new champion.

Miniature replicas of the team trophy will be awarded annually to individuals who place first, second and third in the contest. They will retain their awards permanently. Members of the winning team also will receive medals.

Ex-Private Heads Air Division, NGB

An Air Guardsman who advanced from the rank of private to colonel has been named Chief of the Air Force Division, National Guard Bureau.

He is Col Winston Peabody Wilson, a native of Arkansas, who has been Acting Chief, AF Div, NGB, since 1 July 53. As Chief of the Air Div, he replaces the late Maj Gen Earl T. Ricks.

Colonel Wilson began his military career during 1929 when he enlisted as an airplane mechanic in the 154th Observation Sq, Arkansas National Guard. He was commissioned a second lieutenant and rated as a Junior Aircraft Observer 2 July 40, when he completed a nine-month Cadet Observer Training course. He served with Far East Air Forces during WWII and upon his release from active duty in 1946, re-joined the Arkansas National Guard. Ordered to active duty with the NGB in 1950, he was promoted to colonel in 1951.



New ANG leader, Col Winston P. Wilson.

Colonel Wilson has approximately 3,000 hours' military flying time and is rated as a Senior Pilot.

Daytime Flight Set In Los Angeles Area

The first Air Reserve flight in the nation with daytime meetings is now a reality in the Los Angeles area according to Col Harrison H. Rice, commander of the 9075th Air Reserve Gp.

Within the past few weeks, 28 assigned and 4 attached officers have been meeting as members of Flight "A" of the 9337th Air Reserve Sq at group headquarters. They meet during the day each week for two-hour periods.

Lt Col Joseph P. Grey has been named commander of the Flight and 20 officers already have been given staff assignments.

Aircraft workers employed during swing and night shifts and businessmen have found the new daytime flight the answer to keeping their Reserve status intact.

Throughout the nation more than 37,000 officers and airmen are assigned to Air Reserve groups, squadrons and flights.

Short Bursts

Military Manpower Decreases

Total numerical strength of the Armed Forces on 31 December 1953, based on preliminary reports, was 3,418,889. This represents a decrease of 37,841 from the November 30 combined strength of 3,456,730. Air Force strength at the end of the year was 920,400. The strength figures represent full-time military personnel, comprising both Regulars and Reserves on continuous active duty.

New Training for Airmen

Active duty airmen with Reserve commissions are now authorized to participate in training, on a non-paid basis, provided by Air Reserve Center units (formerly Specialist Training or VART programs). This policy change permits such airmen to work for promotion in their officer grades. These members, however, are not eligible for special or short active duty training tours. Previously, airmen in this category could participate only in Reserve training on an unassigned basis which blocked their consideration for promotion as Reserve officers.

Ground Safety Manual

Hq USAF has distributed AF Manual 32-4, Ground Safety On-The-Job Training Manual. The manual is designed to provide a practical text for on-the-job training in the Ground Safety Career Field. Technical information on ground safety operations is not included. The manual discusses the AF accident problem and explains why accidents are a menace and must be eliminated.

AF Academy Considered

The proposed Air Force Academy, which would give the Air Force a counterpart to the Army's West Point and the Navy's Annapolis, has been approved by the House of Representatives. The measure, H.R. 5337, which now goes to the Senate, would authorize an initial outlay of \$26 million. Selection of a site for the academy has not been announced.

Armed Forces Day, May 15

President Eisenhower has proclaimed Saturday, 15 May 1954, Armed Forces Day—a day devoted to honoring the men and women of the Armed Forces for their contribution to freedom.

SAC Publishes News Letter

In line with current efforts to expand its program of Mobilization-Day assignments for Air Force Reservists, the Strategic Air Command has introduced a "Reservist News Letter" designed to acquaint more Reservists with the Mobilization Assignee and Designee program. The News Letter, to be published bi-monthly, has two purposes: to keep SAC's present M-Day assignees and designees informed of current subjects affecting their status, and to interest other Reservists in M-Day positions.

CAP Cadet Exchange Grows

The addition of four countries to the 1954 International Cadet Exchange has boosted Civil Air Patrol cadet participation to 140. The same number of foreign youths will visit the U.S. as guests of CAP wings. CAP cadets will visit Belgium, Brazil, Canada, Denmark, France, Greece, Italy, Mexico, The Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Turkey, Great Britain; and the new additions, Chile, Peru, Venezuela and Cuba July 21 to August 12.

THE NEW BUDGET

Increases Funds To ANG-AFRes

Increased funds to expand the AF Reserve and Air National Guard, both in strength and numbers, were requested by the President in his FY55 military budget.

Calling for "added emphasis on airpower," the President said his budget points toward the creation, maintenance and full exploitation of modern airpower."

Accordingly, he proposed \$28 million for the AF Reserve (\$13 million over last year's appropriation) and \$160 million for the Air Guard (\$13 million more than was appropriated last year).

A total of \$11.2 billion in new money was requested for the entire Air Force, excluding funds for military public works which will be requested in a supplemental estimate to be submitted to Congress at a later date. In addition to this amount, approximately \$2.8 billion of prior year funds will be available giving the AF a total of \$14.0 billion in FY55 for the placing of procurement contracts and day-to-day operations of the AF program.

AF expenditures during FY55 are estimated at \$16.3 billion which the President said "provides greater expenditures for airpower than in any year since the close of WWII." A major portion of these disbursements represents payments against contracts placed in preceding years.

The reassembly of the strategic Reserve Forces, the President said in his budget message, will be as dictated by world conditions and the forces kept in a high state of readiness to cope with any possible acts of aggression.

With \$28 million, the AF Reserve would plan pay for 14,500 Reserve officers (4,346 in rated specialties) and 21,000 Reserve airmen during FY55. This is an increase of more than 13,000 personnel receiving pay over the planned 30 June 54 strength. The program is based on 48 paid drills for personnel as-

signed to the Reserve flying wings and the AFRes combat support wings; 24 paid drills for specialist training personnel; and 12 paid drills for members of the mobilization assignment program.

For the Air National Guard, a strength of 65,700 is envisioned in the 1955 budget. This includes 3,540 pilots; 4,360 other commissioned officers; and 57,800 enlisted men. There will be a build-up to 27 wings and 87 squadrons plus supporting units totaling 585 units. At the end of FY55, the composition of the ANG will be 563 units. ANG will operate 144 installations in FY55. Pay for air technicians in average strength of 8,180 is provided by the budget. Training will be offered in service and technical schools, pilot training schools and supplementary exercises for 3,752 officers and 54,001 airmen. Inactive duty training pay for 48 sessions is provided an average of 58,200 airmen and 6,900 officers; 15-day active duty sessions for 47,376 airmen and 6,201 officers.

Air Force ROTC training in FY55 will be conducted at 188 institutions. Average student strength for the year is set at 55,000 freshmen, 35,600 sophomores, 14,150 juniors and 10,970 seniors.

In the build-up to 137 wings (126 of which will be combat wings) by FY57, there would be 141,600 officers on active duty as of 30 June 1955. There are about 123,000 officers on active duty now, with the total to rise to 134,600 by 30 June 1954.

The AF pilot production rate to be attained in late 1954, as provided by the budget, would be 7,800 with an average basic training load of 27,700. The current load is 17,300. The year's average technical training load will be about 55,300 compared with the present 53,000.

Total expenditures of the government in FY55 are estimated at \$65.6 billion. Of this, \$37.6 billion or about 57% is estimated for the Dept of Defense.

AF Reservists Train With Army or Navy

AIR RESERVISTS who reside in areas where no AFRes training unit exists may stay current in their military skills and keep active in the Reserve by affiliating with a Reserve organization of another service.

Such personnel may train with a Reserve component of the Army, Navy, Marine Corps or Coast Guard in a non-pay status. Training may be authorized both officers and airmen who may earn training credits by attendance at scheduled meetings in accordance with AF regulations.

Conditions under which Reservists may be accepted for training with another service are set forth in AFR 50-35. The regulation also provides for Reservists of other services training with the AF Reserve.

An Air Reservist may be authorized to train in a non-flying status with another service providing appropriate training is not reasonably available within an AFRes unit but is available in another Reserve component.

Train near home. For example, a Reservist who is skilled in Intelligence and Psychological Warfare resides in a vicinity not served by an AF Reserve Center and he wishes to train for greater specialization in his own field. He may request training with another service's Reserve component which operates a unit near his home offering instruction in his specialty.

The AF Reservist's application for training with another service will contain, as an inclosure, a written statement from the commander of the unit with which he wishes to join that training is available and that there is no objection to the AF Reservist affiliating with the unit.

The application will be submitted to the Reservist's immediate AF unit commander. If approved, the necessary orders will be issued attaching him to the Reserve unit concerned for training. Field personnel records of the Reservist in training with another component will remain with his AF parent unit.

In an area where no Reserve training unit of any service exists which offers training in a specific career field, a group of Reservists from two or more Reserve components may form a composite organization to receive refresher training.

One of the more outstanding examples of such a combined services organization is the Naval Reserve Petroleum Unit W-1 in Washington, DC.

THE AIR RESERVIST

AIR FORCE RESERVE AIR NATIONAL GUARD★AIR FORCE ROTC★CIVIL AIR PATROL★EXPLORERS, BSA

An official publication of Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post

Office Bldg, Washington 25, DC

Maj C. R. Wyrosdick (AFRes), Editor

Thomas R. Lenahan, Associate Editor

Bureau of the Budget approval of this magazine given on 27 June 1952.

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Mitchel AF Base, NY.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Warrant Officers May Be Appointed In AFRes

FORMER TEMPORARY warrant officers separated from the service subsequent to 1 May 53 may apply for appointment as a Reserve warrant officer of the Air Force.

This new opportunity for a Reserve appointment is offered under AFR 36-90 which establishes a warrant officer category in the AF Reserve.

Applications will be accepted until 21 Jan 56. Also eligible for appointment are temporary warrant officers serving on extended active duty. However, the regulation does not apply to temporary warrant officers who may be appointed under procurement programs after 21 Jan 54.

Former temporary warrant officers not serving on active duty should apply to the Continental Air Command numbered air force having jurisdiction over the area of permanent residence.

Application will be submitted on AF FORM 24, together with the following completed documents: (1) DD Form 98 (Loyalty Certificate) and DD Form 98a (Consolidated List of Organizations for Use With DD Form 98), in duplicate; (2) DD Form 398 (Statement of Personal History); and (3) Standard Form 88 (Report of Medical Examination), in duplicate, and one copy of Standard Form 89 (Report of Medical History).

After the application and personnel file of the applicant have been evaluated to insure eligibility, the file will be forwarded to the Commander, Air Reserve Records Center, 3800 York Street, Denver, Colo, for final approval and

tender of appointment.

The commander of ConAC will designate pay grades, on the basis of service, as follows: (1) Reserve warrant officers of the Air Force in the grade of chief warrant officer will be tendered to those temporary chief warrant officers who have completed three years' active Federal service as a warrant and/or commissioned officer upon the date of tender of appointment (pay grade W-2); (2) Appointment as a Reserve warrant officer of the AF in the grade of warrant officer junior grade will be tendered all temporary warrant officers junior grade and those temporary chief warrant officers who have not completed three years' active Federal service as a warrant and/or commissioned officer upon the date of tender of appointment (pay grade W-1).

Pay grade designations will be made on AF Reserve orders issued by the Air Reserve Records Center.

Any Reserve commission held by former temporary warrant officers not on active duty or by those warrant officers serving on extended active duty will be automatically terminated upon acceptance of the Reserve warrant officer appointment. Terminations for Reservists not serving on active duty will be announced by ConAC.

Ineligible for Reserve appointment are those former temporary warrant officers released because of or against whom court-martial action is pending, under investigation, under charges, awaiting trial, or the results of trial.

Outstanding Airman Wins Savings Bond

A Reserve airman assigned to the 89th Ftr-Bmr Wg, Hanscom Field, Mass, has been awarded a \$25 Savings Bond for outstanding work in providing a vehicle mock-up to be used for instructional purposes before Reservists.

He is M Sgt Harold R. Miller, Jr., a member of the 89th Motor Vehicle Sq, who saw action with the AF during WWII and the Korean conflict.

Sgt Miller, on his own time (75 man-hours) and with his own money (16 dollars), built a mock-up that is used in the automotive classes of the Reserve wing.

He took a 1948-model used car and constructed a training aid that has all parts working, and visual to the eye. The rear of the chassis is cut off and a 1941 Pontiac rear end has been coupled and mounted to the Crosley transmission. The rear end has been cut away to show the differential gears and drive. Right axle is locked, to drive the left rear hub only, which has a cut-away brake drum to show the working parts of the hydraulic brake.

Each system is clearly depicted by various colors: blue—hydraulic system; red—fuel system; yellow—oil system; orange—starting system; brown—ignition system; green—cooling system; aluminum—exhaust system.

Sgt Miller served with the Air Force during WWII for five years including 38 months in the European Theatre. He joined the Air Force Reserve in 1945 and was recalled to active duty for 12 months in 1951.

Lectures Available

The Industrial College of the Armed Forces, Washington, DC, has released the following additional list of publications available to Reserve Forces officers: L53-98 "Mobilization of The Steel Industry", L54-31 "The Federal Government and Education", and L54-37 "Manpower Requirements of The Civilian Economy".

Letters of request for these lectures should be sent to the commander of the Reservist's numbered air force of residency, Attn: Director of Training. The lecture desired must be identified by its title and accompanying code number, and the officer should indicate that the lecture referred to has appeared in the College's periodic "Annotated List of Available Material."

UMT Is Delayed For Reserve Study

The Administration has decided not to make any recommendation on putting Universal Military Training into effect until there has been a top-level decision on the size, composition and training of the Reserve forces.

President Eisenhower has ordered all Federal agencies concerned to cooperate in developing a new military Reserve program by April 1.

In the meantime, he said, he will hold up any proposals for putting into effect the training provisions of the Universal Military Training and Service Act.

The President acted after receiving a report from the special Committee on Manpower Resources for National Security, submitted by Arthur S. Flemming, Director of the Office of Defense Mobilization.

The special committee was named last August and its work supplements that of the National Security Training Commission, which submitted a plan to the President recently for the training of 18-year-olds concurrently with the drafting of older men for active duty.

The latest report, however, cautioned against starting such a training project until the Government had canvassed its manpower resources more closely.

The report called for reorganization of the Reserve force. Those military Reserves scheduled for immediate call in an emergency would consist of well-trained men ready for instant service. A "selective" group would be made up of those men whose recall would be based upon occupational factors, equity and other individual considerations.

Form task force. Recommendations made by Dr. Flemming prompted establishment of a task force by the Defense Department to study the Reserve mobilization programs of the Armed Forces.

Members of the group are: Maj Gen W. W. Wensinger, Marine Corps, Director; Maj Gen W. E. Hall, Air Force; Rear Admiral K. M. McManes, Navy; Brig Gen R. Van Brunt, Army; and Rear Admiral J. K. Hirshfield, Coast Guard.

Pilotless Units To NATO

Two pilotless bomber squadrons equipped with the Matador B-61 will be deployed to Europe in 1954 for use in NATO defense. The units will be based in Germany. The first pilotless bomber squadron was activated in 1951 at the USAF Missile Test Center, Cocoa, Fla.



Cross Country Report



Brig Gen John M. Bennett, Jr.

Brig Gen John M. Bennett, Jr., AFRes, a resident of San Antonio and notably active in Reserve affairs, has been awarded the Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding services to the U.S." in a position of great responsibility from June 1948 to June 1953. During this period General Bennett served as member and subsequently as chairman of the Air Staff Committee on Reserve Policy and the Air Staff Committee on National Guard and Reserve Policy with such distinction that the Secretary of the Air Force requested that he accept the appointment as chairman of the committee for two additional years.

☆☆

Col Robert W. Sheets, commander of the 403rd Troop Carrier Wing, Portland, Ore, has announced that a reunion of all former 403d members is to be held at Portland International Airport on Saturday, 13 March 1954. He asks that all old members who desire to attend write a card to the wing's headquarters so that accommodations concerning lodging and dinner reservations may be prepared in advance.

☆☆

During a recent meeting, members of the 9602d Air Reserve Sq, Evansville, Ind, heard Jim Lucas, Scripps-Howard newspapers' war correspondent, discuss conditions in Korea.

Appointment of Col Will W. White, AFRes, of the Esso Export Corp as Staff Director for Petroleum Logistics on the staff of the Asst Secretary of Defense (Supply and Logistics) has been announced. Colonel White is being recalled to active duty to serve in this assignment, which is usually filled by an officer of general or flag rank. He will be responsible for developing mobilization policies and procedures for the Department of Defense in the fields of petroleum procurement, production, distribution, storage, cataloging and requirements.

☆☆

The 9065th Air Reserve Group recently held its annual dinner at an armory in New York City. Guest speaker at the dinner was Judge Robert Morris, Legislative Counsel to the Jenner Committee. Entertainment was furnished by the New York City Police Department Glee Club and Vicki Mills, TV singing star.

☆☆

The District of Columbia's Air National Guard credits Col Willard W. Millikan's recent record-breaking transcontinental jet flight with giving its recruiting program a shot in the arm. Within two weeks after the ANG officer spanned the country in 4 hours, 8 minutes and 5 seconds, 60 recruits joined the Guard's Capital Wing.

☆☆

Col Ted E. Enter, AFRes, a member of the Exec Office of the President, Office of Defense Mobilization, has been appointed commander of the 9462d Air Reserve Sq, Washington, DC.

☆☆

AF Reservist Lt Col A. Paul Fonda, an executive with Fairchild Engine & Airplane Corp, has been named commander of the Maryland Wing of Civil Air Patrol. During WWII, Colonel Fonda was associated with pilot training for the Army Air Forces.

NO. 23-B 3/54-316,369

USAF Periodical 30-1

pictures of the month



Newest in the field of research aircraft is the Air Force's X-3. Instead of armament, the X-3 carries a payload of 1,200 pounds of research instruments. The X-3 project was developed to test design features of aircraft suitable for sustained flights at extremely high speeds. The gross weight and length of the X-3 slightly exceed those of the familiar DC-3 transport.



"Know your T-28" is the sound advice that Capt Jimm Kizziar (L), flying instructor at Hensley Field, Tex, passes on to Reservist members of the 8708th Flying Training Wg. With the aid of the T-28 pilot's operations manual, Captain Kizziar and Capt Don P. Kern of Dallas, flying safety officer of the wing, discuss flight characteristics of the aircraft and review flying missions. The wing recently won a Flying Safety Award.



A T-33 jet trainer used by the 11th Ftr-Bmr Wg, Pennsylvania ANG, catches the interest of senior undergraduates of Collingdale, Pa High School during a visit to the Philadelphia Int'l Airport. Capt Richard Wolff, wing operations officer, explains capabilities of the aircraft. Student tours of the base were in conjunction with a current ANG enlistment program.



Members of Pittsburgh's 375th Troop Carrier Wing's Food Service Squadron have scored a perfect attendance record over a 10-month's period. They are (L to R, front row): A/1c Robert Burns, T/Sgt Earl Gumbert, A/2c John Bryant, A/3C Regis Holzwarth; (second row): A/1C Edgar Minfort, S/Sgt Frank Evanovich, A/3c Charles Szvitich, Lt Joseph Lopretsi, and (standing) Lt Edwin Black, Cmdr, Food Service Squadron.

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THE AIR RESERVIST

APRIL 1954

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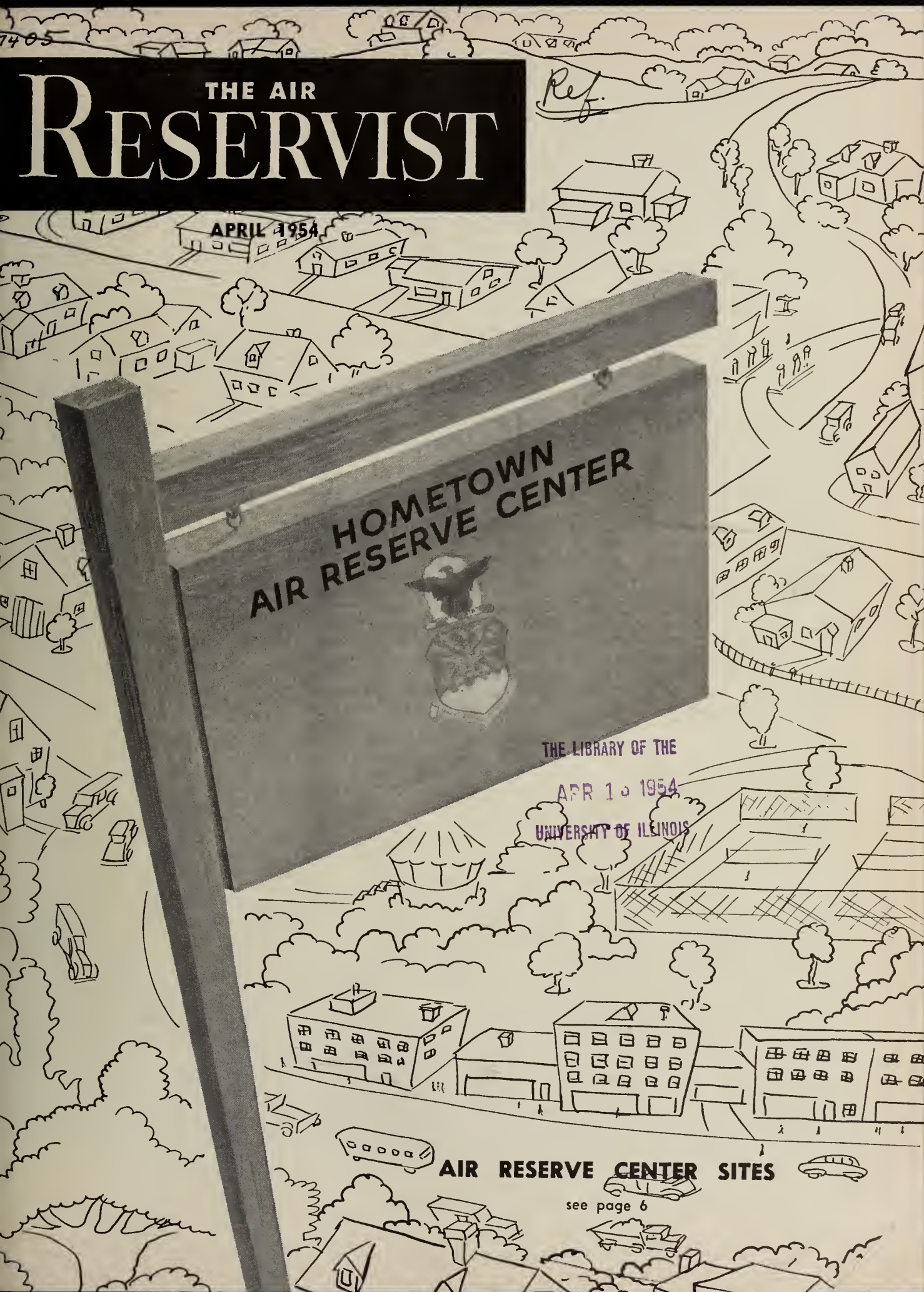
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AIR RESERVE CENTER SITES

see page 6



*Today's Air National Guard is being equipped
with late-model jet aircraft. This is a report by
ANG's new chief on the outlook for 'Flying Minutemen.'*

AIR NATIONAL GUARD

By Brig Gen Winston P. Wilson
Chief, AF Division, National Guard Bureau

THE Air National Guard is justifiably proud. Its importance and stature in relation to national defense are constantly being given added emphasis as a member of the national defense team. The citizens on Main Street, USA, recognize this fact.

Post-war plans for ANG indicated a requirement for a greatly expanded organization and stated that "The strength would be the maximum which the States could recruit and maintain at a satisfactory standing." The announced purpose was to establish an effective Air National Guard based upon standard organizational patterns of the Air Force.

The State mission of ANG was "the protection of life, property, and preservation of peace, order and public safety under competent laws of the State."

Ready status. The Federal mission in its status as the Air National Guard of the U.S. was, in part, "To provide a Reserve component of the Air Force capable of rapid expansion to war strength, able to furnish units fit for immediate service anywhere in the world, to be qualified to integrate readily and effectively with the Regular Air Force to provide an M-Day AF capable of properly conducting air defense, air offense and joint action with surface forces."

Commencing in June of 1946 with the first federally recognized unit, ANG expanded to 514 units in 1950 consisting of wings, groups, squadrons and the necessary service and support units. During the same period, the personnel strength advanced from zero to approximately 46,000 officers and airmen.

To meet the aggression in Korea, approximately 80% of ANG, that is, 22 of its 27 wings, were ordered into active military service of the U.S. Included therein were 486 combat and support units consisting of 45,500 officers and airmen. It is notable that about 12,000

men joined ANG units subsequent to and with the knowledge that they were alerted for mobilization.

Two Air National Guard wings, the 136th and the 116th, performed service in Korea as units. Thousands of additional ANG officers and airmen served in Korea as individual replacements. Three ANG pilots became jet aces.

Concurrent with this period of mobilization, the Air National Guard was being reorganized to conform to the wing base structure of the active Air Force. The non-mobilized units of ANG were maintained in a constant high state of readiness and plans were developed for the reconstitution and expansion of the mobilized units upon their return to State control.

Now, all units have been returned. From a residual strength of 12,000 persons in December 1951, ANG currently consists of 600 units and has attained a phased strength in excess of 35,000 airmen and 5,000 officers. The personnel objective at the end of FY54 is 44,800 airmen and 5,900 officers or a total of 50,700 persons.

Goals being realized. Reconstitution of ANG as an effective fighting force is in progress. Plans and goals are being translated into accomplishments. The Guard is in business. It knows what it is doing and results are being obtained.

Currently the Air National Guard is organized into 27 wings containing 87 tactical flying squadrons and the necessary support units, including aircraft control and warning type units and aviation engineers. It is a vital part of the U.S. Air Force and is designed to augment and support the active AF in the event of war or other national emergency.

Second line tactical aircraft, consisting of propeller-driven fighters and fighter-bombers, are currently being utilized in

the Guard program. Projected plans provide conversion to jet aircraft, and some ANG units are now receiving jets. These include F-80As and Bs, F-84s, T-33s, F-86As and Es and F-94s.

Training of ANG personnel is of the highest importance and beset with many problems. The recruiting and uniforming of a young man and his assignment to an organized unit do not produce a trained airman.

Continuous and intensive training, supervised by Continental Air Command, is an integral part of the Air National Guard program. Included are unit training assemblies, consisting of weekend or evening training and flying periods, annual field training of at least 15 days' duration, special exercises such as weekend schools and gunnery, service and technical school training with the active duty forces, on-the-job training in the unit, and training of pilots in the Regular AF flying schools.

In FY53 each ANG pilot averaged 117 flying hours. Thirty hours per pilot were flown during annual field training. The training mission required 125 flying hours for each tactical pilot and 100 flying hours for each support pilot. This goal was attained.

Veteran pilots. The post-WWII period provided a vast pool of young, trained combat-experienced pilots. Great numbers of these pilots became members of ANG. The shrinkage of this source of supply and the advancing age level of those still available create a problem of critical concern. A steady flow of young, trained pilots is essential to the Air National Guard program.

The ANG pilot training program is the principal and only reliable source of replacement pilots. Seven hundred and fifty pilots a year from this source is the announced goal. That is the number considered reasonable and adequate to assure a sufficient number of young and vigorous pilots to maintain the Air National Guard. Cooperation between the Air Force, the National Guard Bureau and the several States and Territories is obtaining results.

Normal attrition and programmed expansion of ANG units require constant intense recruiting at all levels of organization. The use of nationwide advertising, local advertising and individual effort through the so-called "buddy system" continue to provide the most successful answer to this problem.

The past record is open to inspection. It indicates even greater potentialities for service to our nation by the Air National Guard in the future.

Pawnee Indian Maiden Is Active Duty Reservist

IF THE LOVELY Indian maidens who once roamed the rolling plains of the nation could visit an Air Force base, they might look with pride at the accomplishments of one of their own kind.

But they would seek in vain for the long black braids falling to her waist, the beads and fringes of their native costumes.

For Miss Ke-Wah-Koo-Ta-Here-Is of the Pawnees, better known as AF Reservist Lt Naomi H. Leading Fox, wears her glistening black hair in a short, slightly waved bob. And her uniform is that of the Air Force nurse.

But they would surely admire their attractive kinswoman, for not one of them could lay a truer claim to the charm and characteristics that go to make up simple beauty.

A trim figure. Naomi stands five feet, four and one-half inches in height and weighs 104 pounds. Her brilliant, even white teeth and smooth complexion might be the envy of any maiden.

Her well-bred, modest, soft-spoken manner adds to her personality. She is a full-blooded Pawnee as were her parents before her. And she takes her name, Ke-Wah-Koo-Ta-Here-Is, from that borne by her father, which translated into English is Leading Fox.

Lieutenant Leading Fox was one of the 99 students who recently attended the Basic Orientation Course for officers of the Medical Services at Gunter AFB, Ala.

She was born and reared on the Reservation at Pawnee, Okla, attending the Reservation Indian school as well as three years at the Chilocco Indian Agricultural School at



Lieutenant Leading Fox left the Pawnee Reservation for a nursing career.

Chilocco, Okla, along with other Indian children from the Pottawatomies, Osages, Creeks, Cherokees, Poncas, Sioux, Cheyenne, Shawnee, Otoes, Sacs and Foxes.

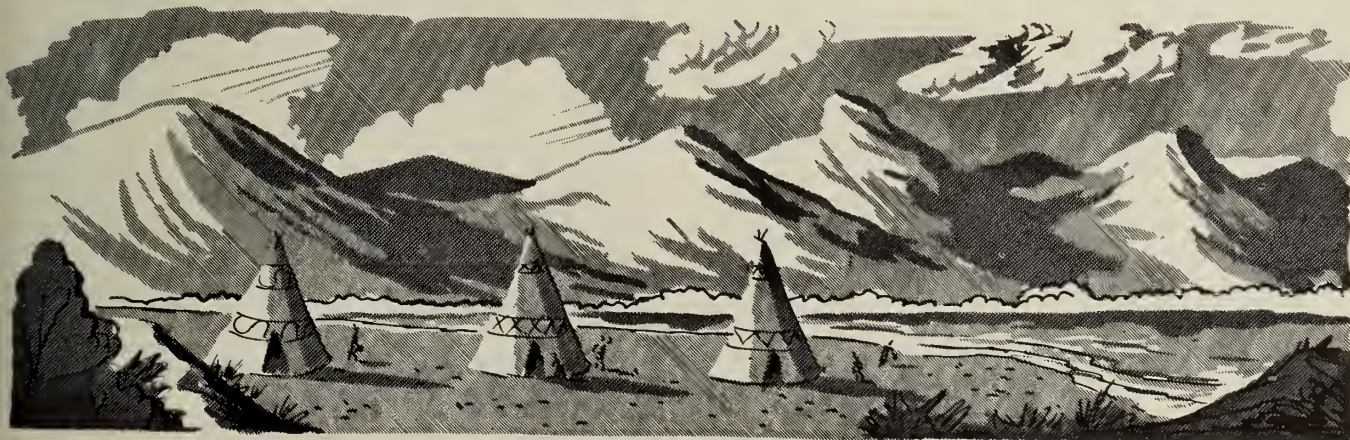
She learned to sew, cook and perform other domestic duties, along with the other children. And she discovered an art in which she still indulges occasionally—music, and a talent for singing popular music.

Professional training. Settling on nursing as a profession, Naomi entered nurses' training at St. Joseph's School of Nursing, Ponca City, Okla where she spent three years.

After graduation she was employed in surgery at Mercy Hospital, Oklahoma City, Okla when the AF commission for which she had applied came through.

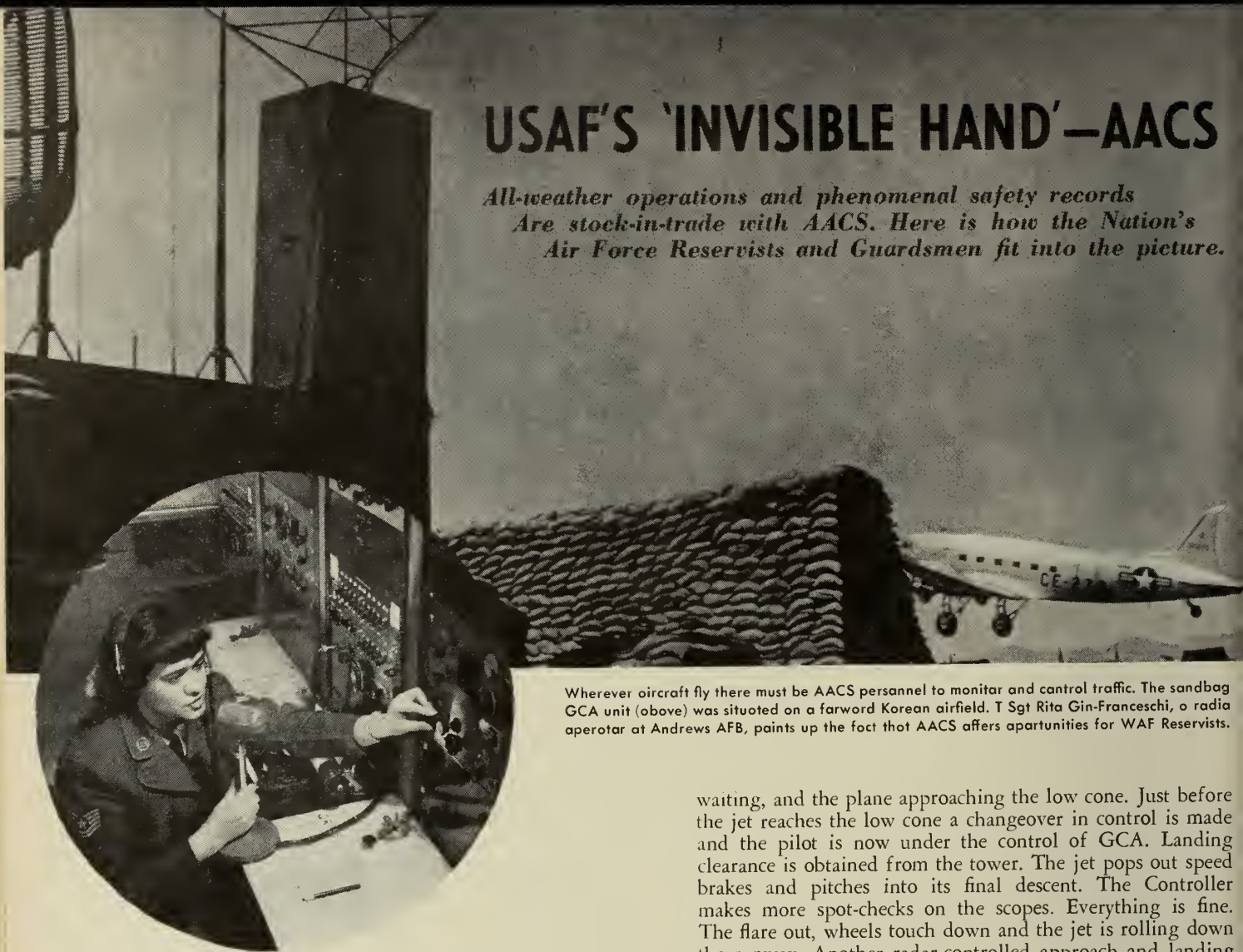
Tendered a Reserve commission on 4 Nov 53, she was called to active duty and reported to Gunter 11 Jan 54.

Upon completion of a two-year tour of active duty, she is hoping to ally herself with the Veterans Administration where she will make nursing her life work.



USAF'S 'INVISIBLE HAND'—AACS

*All-weather operations and phenomenal safety records
Are stock-in-trade with AACS. Here is how the Nation's
Air Force Reservists and Guardsmen fit into the picture.*



Wherever aircraft fly there must be AACS personnel to monitor and control traffic. The sandbag GCA unit (above) was situated on a forward Korean airfield. T Sgt Rita Gin-Franceschi, a radio operator at Andrews AFB, paints up the fact that AACS offers opportunities for WAF Reservists.

WINGING ITS WAY into Andrews AFB, Md, after a training mission along the Eastern coastline, a speedy jet aircraft had been picked up on the area search scopes of the Radar Air Traffic Control Center of Airways and Air Communications Service at Andrews AFB, one of the many bases serviced by AACS facilities. The aircraft was an object of a "search" and established positive radar contact when approximately 40 miles from the base.

The Washington Civil Aeronautics Administration's Radar Terminal Control assumed control of the aircraft and vectored the pilot toward the Andrews Radio Range. Weather conditions were good, the pilot had reported neither mechanical nor fuel difficulties. No emergency could be foreseen. Nonetheless, the aircraft would remain under surveillance of the Radar Approach Controller at Andrews until the pilot made his final approach for landing. Referring to the radar scope, which showed range and azimuth of the approaching aircraft, the AACS Controller began plotting the pilot's approach to the letdown point.

At an altitude of 20,000 feet, the jet's high cone over the Andrews Range, Andrews Radar Approach Control took over control of the aircraft. The Radar Controller then advised the pilot of the indicated altitude at which he should be flying. "Steering" the pilot, by means of radar, descent is made outbound from the range station, turn, then back inbound.

The Ground Control Approach operator is alerted and

waiting, and the plane approaching the low cone. Just before the jet reaches the low cone a changeover in control is made and the pilot is now under the control of GCA. Landing clearance is obtained from the tower. The jet pops out speed brakes and pitches into its final descent. The Controller makes more spot-checks on the scopes. Everything is fine. The flare out, wheels touch down and the jet is rolling down the runway. Another radar-controlled approach and landing is made without incident.

Such practice in clear weather is a daily occurrence at scores of Air Force bases these days. Every step in the intricate radar-control operation of fast modern airplanes is carried out with the same degree of seriousness as if the base were locked in the grips of inclement weather. This practice is paying big dividends in helping USAF operate in all types of weather and at the same time amass a phenomenal safety record.

Within the Andrews Radar Air Traffic Control Center, the Controller turns his attention to another plane now showing on the radar screen. Air traffic is heavy. "The Reservists* are certainly taking advantage of the opportunity to get in their weekend flying," muses the Controller.

Another Reservist. It was natural that the Controller, Lt Paul H. Petersen (AFRes) of Falls Church, Va, thinks in terms of other Reservists maintaining their proficiency because he too was "keeping a hand in." A Mobilization Assignee with Airways and Air Communications Service (AACS), Lieutenant Petersen was serving a two-week tour of active duty. While receiving refresher training in his major specialty, the Radar Air Traffic Control Facility, he was charged with the same ground controller duties he would accomplish while on active duty.

Lieutenant Petersen, in civilian life an Air Route Traffic Controller for Civil Aeronautics Administration, is typical

** Rated Mobilization Assignees in the Washington area are attached to Andrews AFB for flying.*

of the 282 Reservists who hold mobilization assignments worldwide with AACS. When called for a short tour of active duty, they work alongside active duty personnel in performing AACS duties.

The AACS Reservist actually participates as a member of the military team. He may be a control tower operator, a flying communicator, GCA operator, or he may be skilled in communications installation, radio and radar maintenance and operations. Whatever his skill and training in the field of electronics and communications, AACS has a job for the Reservist. He may participate in team-type training as a member of an AACS Reserve unit or individual training such as is provided for Mobilization Assignees and Designees. Reservists who qualify may be paid for AACS training participation.

To bring AACS training within reach of Reservists throughout the U.S., AACS Reserve units will be activated at 25 AF bases by 1 June 1954. The units will be as follows:

One AACS Installations and Maintenance (I&M) squadron and three AACS Facility Checking squadrons will be located at Tinker AFB, Okla; Mitchel AFB, NY; Hamilton AFB, Calif; and Robins AFB, Ga. AACS I&M detachments also will be activated at the latter three bases.

Squadron headquarters of AACS Mobile units: Scott AFB, Ill; March AFB, Calif; and Kelly AFB, Tex.

AACS Mobile Detachments: March AFB, Calif; Walker AFB, NMex; Travis AFB, Calif; Spokane AFB, Wash; Castle AFB, Calif; and Hill AFB, Utah. Forbes AFB, Kans; Lincoln Aprt, Nebr; Selfridge AFB, Mich; Wichita AFB, Kans; Offutt AFB, Nebr; Chanute AFB, Ill; Bergstrom AFB, Tex; James Connally AFB, Tex; Hunter AFB, Ga; Tinker AFB, Okla; Brookley AFB, Ala; and MacDill AFB, Fla.

ANG units. Twelve AACS units activated by the Air National Guard in March 1953 have a membership of approximately 24 officers and 200 airmen. The nine flights and three squadrons now in operation are: 231st AACS Mobile Sq, Andrews AFB; 232d AACS Mobile Flight, Danley Field, Montgomery, Ala; 233d AACS Mobile Flight, Buckley Field, Denver, Colo; 234th AACS Mobile Flight, Hayward Municipal Aprt, Hayward, Calif; 235th AACS Mobile Flight, Baer Field, Fort Wayne, Ind; 236th AACS Mobile Flight, New Orleans Aprt, La; 237th AACS Mobile Flight, Holman Field, St. Paul, Minn; 238th AACS Mobile Flight, Key Field, Meridan, Miss; 239th AACS Mobile Flight, Lambert Field, St. Louis, Mo; 240th AACS Mobile Flight,

Congaree AFB, Eastover, SC; 241st AACS INM Sq, Lovell Field, Chattanooga, Tenn; 242d AACS Mobile Sq, Geiger Field, Spokane, Wash.

On any air base or station from which USAF planes operate or will operate, AACS personnel and equipment must be among the first to arrive at the location and be operative before flying operations can be conducted. Conversely, AACS operations must be the last to close down on any AF installation, whether the base is deactivated or under attack by enemy forces.

Although known technically as non-combat troops, AACS personnel have on occasion exchanged microphones for machine guns and teletype keys for carbines to defend and secure airfields.

In performing 19 different communications services for the Air Force, AACS operates over 2,000 facilities for about 250 strategic sites around the Northern Hemisphere. GCA Control Tower, USAF Command Communications System (GLOBECOM), Air/Ground, Flight Checking, Radio and Radar Maintenance are among the services provided by AACS on a global scale.

Communications support. In the continental U.S., the 1800th AACS Wing at Tinker AFB is responsible for the installation and operation of the military navigational aids and air traffic control system for USAF. Additionally, AACS is responsible for the support, in a communications sense, of strategic and tactical missions of the Air Force.

AACS fits into the national air traffic control picture for the military pilot in the same way that the Civil Aeronautics Administration and the commercial airlines communications systems fit into the civilian aviation picture.

Within the continental limits of the U. S., AACS normally is delegated the responsibility by the CAA for terminal control of military traffic. Overseas, in areas where the International Civil Aeronautics Organization (ICAO) does not provide the service, AACS acts as the control agency for en route and terminal air traffic, as well as performing the "company" communications missions.

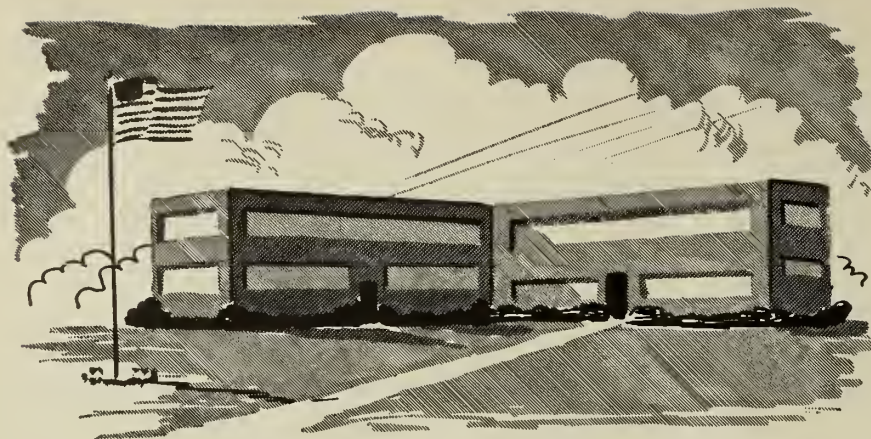
Reservists, who by virtue of their education and experience or because they have an interest in the field of communications, are needed to help AACS in its widespread operations. The Reservist can find his place in AACS by writing Hq Airways and Air Communications Service, Reserve Affairs Division, Washington 25, DC, or contacting the nearest Air Force base.



While on a 15-day active duty tour at Andrews AFB, Lt Paul H. Petersen (foreground) receives training in his specialty, Air Traffic Controller.



Lieutenant Petersen, a rated pilot, "talks in" a plane from the Control tower at Andrews AFB. This job is in an allied field to his specialty.



Reserve Centers' Facilities Leased

COMPLETION OF leasing negotiations for 17 of the 50 new Air Reserve Centers opening throughout the nation this month has been announced by Continental Air Command.

Street addresses of these 17 AResC sites are listed below. Announcement of similar leasing of the remaining 33 AResC sites is expected soon.

Air Force permanent party personnel who already staff all 50 new AResCs are available for contact by Reservists in their respective geographical areas. Cities in which they are located were announced in last month's AIR RESERVIST.

In some cases, AResC permanent-party manning temporarily may consist of only one officer and one airman. Staffing will be upped, however, as workload and Reservist participation in the AResC training program are accelerated.

Facilities acceptable. Leased AResC facilities were procured at Air Force, Army and Navy installations or in municipal, educational or other civilian structures. They are functionally acceptable for training purposes and generally are easily accessible to parking space and transportation.

Footage of the selected sites meets minimum USAF standards as dictated

COVER—This month's illustration exemplifies the key role in the typical U.S. community to be played by the newly activated Air Reserve Centers. All of the centers are located to be as convenient as possible to Reservists and serve as a hub of Air Force Reserve activity.

by AResC function, Reservist population and estimated program participation.

Facilities at the Centers include a general-training lecture and projection room, offices of assigned Regular Air Force personnel, a records and files repository and storage space. Centers conducting specialized training also have electronic, radio operations and aircraft engine laboratories; an academic classroom; reproduction and faculty rooms; a library and a medical dispensary.

Eight of the leased AResC facilities are in the First Air Force area, four in Tenth Air Force, four in Fourteenth Air Force and one in Fourth Air Force. Their addresses are as follows:

First Air Force

New York Air Reserve Center
346 Broadway
New York, New York

Baltimore Air Reserve Center
University of Baltimore
2101 West Rogers Avenue
Baltimore, Maryland

Louisville Air Reserve Center
Steward Hall
7th and Kentucky Streets
Louisville, Kentucky

Cleveland Air Reserve Center
1510 Euclid Avenue
Cleveland, Ohio

Richmond Air Reserve Center
900 North Lombardy Street
Richmond, Virginia

Columbus Air Reserve Center
Building 124
Fort Hayes
Columbus, Ohio

Philadelphia Air Reserve Center
Trade School Building
1626-8 Arch Street
Philadelphia, Pennsylvania

Buffalo Air Reserve Center
2050 Elwood Avenue
Buffalo, New York

Fourth Air Force

Los Angeles Air Reserve Center
932 Western Avenue
Los Angeles, California

Tenth Air Force

Chicago Air Reserve Center
226 West Jackson Boulevard
Chicago, Illinois

Detroit Air Reserve Center
Central Air Procurement Bldg
West Warren & Lanyo Boulevard
Detroit, Michigan

St. Louis Air Reserve Center
1134 Locust Street
St. Louis, Missouri

Omaha Air Reserve Center
Fort Omaha Naval Station
Omaha, Nebraska

Fourteenth Air Force

Birmingham Air Reserve Center
300 North 18th Street
Birmingham, Alabama

Fort Worth Air Reserve Center
300 West Vickery Street
Fort Worth, Texas

Tampa Air Reserve Center
Drew Army Air Field
Tampa, Florida

Oklahoma City Air Reserve Center
Will Rogers Field
Oklahoma City, Oklahoma

Time, Tide and 300 Miles Can't Stop Reservist Englert

A CUBAN COMMERCIAL airliner settled on the runway at Miami International Airport one recent Sunday morning. A tanned, thick-set young man quipped in the bright Florida sunshine as he walked down the ramp. Capt Frank Englert of Havana, Cuba had arrived for his semi-monthly training with the 435th Air Force Reserve Troop Carrier Wing.

Possibly the only AF Reserve officer who commutes from a foreign country to attend training weekends, Captain Englert has been hopping regularly back and forth from Cuba since he first became active in the AF Reserve program in September 1950 as a member of the 87th Air Reserve Gp in Miami. For two years he attended Group meetings regularly, then joined the Trp Carr Wg.

Lifetime of flying. "I've been flying all my life," he said, "and when an opportunity came up to join the wing and get in some flying time, I leaped at it." A Reservist's Reservist, Captain Englert is currently self-employed in Havana, where he has maintained his headquarters since his discharge from active duty in 1946. He sells aircraft parts to various airlines in Havana, and is an advisor to the scheduled airline there in its maintenance department. As if his days were not full enough, he also represents several American aircraft companies in Cuba and the West Indies and plans to expand his operations to represent any and all type companies in this area which wish to introduce their products there.

His attendance record at Reserve training is enviable. Many of his stateside Reserve brothers who live within walking distance of training sites would be hard pressed to equal the record of the captain who wings his way over the Straits of Florida every other Sunday. Thoroughly sold on the Reserve program of the 2585th AFRCTC at Miami International Aprt, he divides his time between his desk in the Air Inspector's Office of the 435th Trp Carr Wg—where his keen knowledge of maintenance problems is put to good advantage—and the flight line, where he

climbs into a C-46 for flying time at every opportunity.

Prior to WWII, Captain Englert heeded the call of rushing wings and was flying with a charter service at Roosevelt Field in New York. The war clouds looming on the eastern horizon caught his imagination and two weeks before the fateful 7 December 1941, he joined the Royal Canadian Air Force. Completing a refresher course in California, he transferred his commission to the U.S. Army Air Corps in September 1942.

After stints at the Central Instructors School at Maxwell and tours at Walnut Ridge, Ark and Malden, Mo, as a basic instructor, he went into B-17 training at Columbus, Ohio in 1943.

Flying the Hump. Following a three-month tour with the radar crew, he was assigned to B-29s at Clovis, NMex. In 1944 he went to India to join the 58th Wing as a replacement crew. There he flew missions over the Hump into China and the Malay Peninsula. When the 58th moved to Tinian he flew 30 missions over Japan—19 in lead crew.

Returning to the U.S., he served as assistant operations officer at Westover AFB just prior to his discharge from the service.

After riding the uncharted highways of the skies over the Far East, flying for a charter service in New York palled. The West Indies Sugar Corp was looking for a pilot to be stationed in Cuba. Captain Englert signed up and a few weeks later was flying over the jungles of eastern Cuba.

Ever alert to the aviation needs of the growing country, he left the sugar corporation a year later and established himself in Havana as an aircraft maintenance man and parts dealer. Since that time he has become one of the leading American businessmen in the island country to the south.

Married, he has two daughters, ages one and four.

Commuting to Miami. In spite of his many interests, Captain Englert still finds time to catch that plane twice a



Capt Frank Englert readies for C-46 training flight.

month for Miami and his Reserve activities. His strong interest in the AF is reflected in the ribbons he wears: DFC with one Oak Leaf Cluster, Air Medal with three Oak Leaf Clusters, Asiatic-Pacific Campaign ribbon with nine battle stars and a Presidential Unit Citation with two Oak Leaf Clusters.

"Every Air Force Reservist should get behind the new Reserve program," he said. "We owe it to the country that trained us to keep those skills current."

He cited a recent reunion with his original flying instructor at Miami International Aprt. A lieutenant colonel, his instructor had recently returned from Korea. "I learned," he said, "that approximately 85 percent of the pilots in the Korean conflict were Reservists. They had been ready when the call came. And that's the kind of back-up security Uncle Sam needs today."

TODAY'S AIRMEN CAN BE TOMORROW'S LEADERS IN THE RESERVE AND GUARD

A 23-YEAR-OLD AF Reservist, Carroll B. Thomas of Baltimore, Md, is in a singular category among more than 250 fellow members of the USAF Officer Candidate School at Lackland AFB, Tex.

He is the lone candidate presently enrolled from the ranks of Air Reservists and Air Guardsmen. A member of the AF Reserve for three years, Candidate Thomas was accepted for enrollment under a five percent personnel quota allotted the Reserve for each OCS class. The Air National Guard also is allotted a five percent quota for OCS classes.

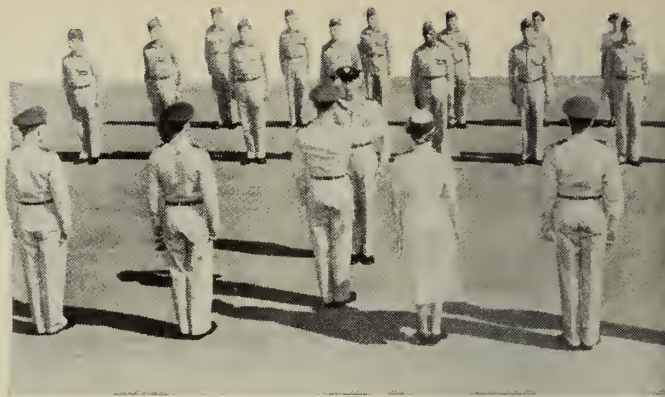
Candidate Thomas entered OCS as a member of the 8307th Reserve Tng Sq of Baltimore. As a civilian he concluded part-time training in communications, then served as a teletype operator during one and one-half years of active affiliation with the unit. He is scheduled to complete the course and graduate with a Reserve second lieutenantcy next June. He will return to Baltimore and continue to serve with his unit as an officer in inactive status.

Other airmen of the Air Guard and AF Reserve who are desirous of advancing their careers in the Reserve would do well to investigate the opportunities offered through Officer Candidate School training.

Every three months approximately 125 airmen are gradu-



OCS Colonel Neil Donovan and his second in command, Student Major Bill Mitchell, review rules for student activities during graduation week.



Retiring class officers formally greet their successors of the lower class at headquarters of the USAF Officer Candidate School, Lackland.

ated from OCS and appointed second lieutenants in the Reserve of the AF. Of these graduates, up to 10 percent are inactive duty Reservists and Guardsmen who are reaffiliated with their respective units in commissioned officer status.

Active duty for 90 days. Applications are accepted from Reservists and Guardsmen not in active service who, if selected for training, are ordered to active duty for a period of 90 days at Lackland AFB, Tex to undergo OCS training. Basic airmen are promoted to the grade of E-2 (airman third class) before being enrolled. Warrant officers and other applicants enlisted in grades higher than E-2 retain their grades while attending OCS.

Upon successful completion of training, graduates are tendered an appointment in the grade of second lieutenant as a Reserve officer of the AF for an indefinite term. Air Guardsmen who accept a commission as a Reserve officer of the AF will subsequently be appointed in the same commissioned officer grade in the ANG of his resident State.

All graduates agree to serve a minimum of three years with the ANG or the AF Reserve following termination of training. If the Guardsman's unit is not in active military service, he will be returned to the place from which his application originated. If his parent ANG unit is in active



Candidate Carroll B. Thomas, lone Reservist of his OCS class, studies military geography with the aid of a globe for fixing base locations.

military service, he will be retained on active duty and assigned individually by name, to the parent ANG unit, for duty until his organization is returned to State-control.

To be eligible for OCS training, applicants must meet certain minimum personal requirements for which waivers will not be granted. An applicant must—

1. Be between the ages of 20 years 6 months and 26 years 6 months at the time of making application. Selected applicants must be enrolled in a specific class prior to their 27th birthday.

2. Be a citizen of the U.S. Civilians must be residing within the continental limits of the U.S., Hawaii, Alaska, Puerto Rico or the Panama Canal Zone.

3. Be physically fit in accordance with the terms of AF Manual 160-1.

In addition to these minimum personal requirements, there are other qualifying criteria:

Reservists—Applicant must be a warrant officer or an airman of the AF Reserve and be assigned to a Table of Organization or Table of Distribution AF Reserve unit participating in regularly scheduled training.

Guardsmen—Applicant must be a warrant officer or an airman of the ANG "not on active duty."

Apply to unit chief. Reservists and Guardsmen will submit applications to their unit commander. Applicants will complete AF Form 56 to which will be attached (1) a copy of high school diploma or certificate of graduation and, if applicable, transcript of college credits; (2) a birth certificate or authenticated copy thereof; (3) a document certifying to applicant's attained grade, number, name, and duration of AF schools successfully completed, and the number of months of active military service completed as of the date of application for OCS; and (4) a loyalty certificate.

Reserve unit commanders will forward applications together with recommendations, required documents and evaluation certificate to the appropriate numbered ConAC air force which will send the application and allied papers to the aviation cadet-officer candidate examining board nearest the residence of the applicant.

Air Guardsmen's applications will be forwarded by the unit commander to the State Adjutant General who in turn will transmit individual applications to the nearest OCS examining board.

The applicant will meet with the board for a personal interview and, if approved, his application will be sent to a personnel processing squadron to be reviewed and processed. Commanders of personnel processing squadrons may provisionally qualify or disqualify applicants. If provisionally qualified or disqualified, the applicant will be notified.

Provisionally qualified applications will be sent to the Commander, Flying Training Air Force, Waco, Tex. Final selection will be made by FlyTAF. The Commander will send individual letters of selection to Continental Air Command (in case of Reservist trainees) or to the Chief, National Guard Bureau, requesting active duty orders for the selectee.

Disqualified by board. An applicant who is disqualified by the examining board cannot reapply for training. Provisionally qualified applicants who are not selected will be notified by the Commander, FlyTAF, that they were not selected because of their low competitive standing in relation to all other applicants on the eligibility list. Provisionally qualified applicants who are not selected after two consecutive class considerations may reapply after six months have elapsed from date of return of application from FlyTAF, provided they are still otherwise qualified. Reapplication will necessitate complete processing.



It's a great day for 2d Lt Tom Glass as his fiancée pins on his bars at the close of OCS graduation exercises.

Reservists Nominated for General's Rank

Nineteen Air Force Reserve officers have been nominated by the President for promotion to Reserve major general and brigadier general.

Col Charles A. Lindbergh (formerly colonel, Air Corps Reserve) is among the 15 officers nominated for brigadier general.

Eight of the 19 Reserve officers are on active duty. The appointments represent no increase in temporary active duty grades, as those who are on EAD will continue to serve in their present ranks. In the case of those Reserve officers who are serving on EAD in temporary grades higher than those to which they have been nominated, the new grade will be their permanent Reserve rank.

The nominations are:

To Major General (permanent)

Graham, Wallace H., Brig Gen	*McCarty, Chester R., Maj Gen
*Hardin, Thomas O., Maj Gen	*Rampy, Thomas R., Maj Gen

To Brigadier General (permanent)

Atkinson, Frederick G., Col	Marriott, Joseph S., Col
Brownell, George A.	McCoy, Frank T., Jr, Col
*Farnsworth, Wm. P., Brig Gen	*Metzger, Kern D., Maj Gen
Foster, John H., Col	*Miller, Walter I., Brig Gen
Fry, William J., Col	Stiles, Clayton, Col
Gulledge, John S., Col	Vidal, Felix L., Col
Lindbergh, Charles A.	*Wade, Leigh, Maj Gen
	*White, Will Walter, Col

* Officers serving on extended active duty.

New ECI Catalog Lists 59 Courses

The 1954 catalog of the USAF Extension Course Institute is being distributed throughout the Air Force. Listing four general and 55 special ECI courses, the catalog also contains information about 23 courses prepared by the Dept of Defense, the Army and Navy.

ECI general military education courses, based on the curricula of general AF schools, are the Officer Candidate, Squadron Officer, Field Officer and Senior Officer Correspondence courses.

These courses are listed by AF occupational areas from the 20 through the 90 series. Nine courses are listed in the Combat Support Area (20); 20 courses in the Electronics Area (30); 10 courses in Maintenance Engineering Area (40); 2 in Installation and Construction (50); 2 in Logistics (60); 5 in Personnel and Administration (70); 5 courses in Comptroller (80) and 2 in the Special Services area (90).

Enrollment in ECI. Students may enroll for ECI courses even though they have attended or hope to attend the resident schools which prepared the courses. They may also continue their ECI enrollment at the same time they are doing their in-residence work. Enrollment is open to members of any component of the Armed Forces, senior members of the Civil Air Patrol, and civilian employees of the Air Force who meet certain eligibility requirements.

Course material is sent to individuals only when they enroll for specific courses. The 1954 catalog and information on various courses may be obtained by writing the Commandant, USAF Extension Course Institute at Gunter AFB, Montgomery, Ala.

ANG Summer Training

Jet aircraft in substantial numbers will take part in Air National Guard field training this summer for the first time since the Korean outbreak.

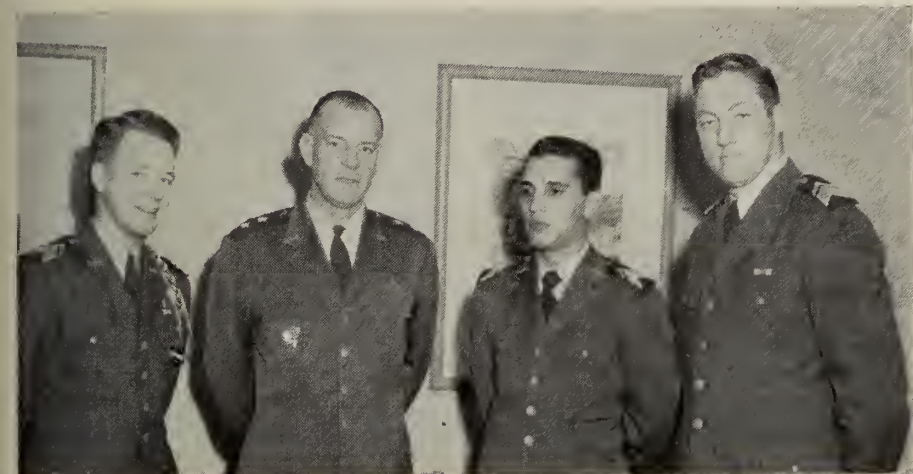
Approximately 45 out of the Air Guard's 87 tactical squadrons are scheduled to be jet equipped by the start of training in June.

More than 50,000 Air Guardsmen, assigned to 560 federally-recognized units, are scheduled to take part in the training program.

The planned training schedule follows:

Tactical Unit	State or Territory	Training Date
ROOSEVELT ROADS NAS, PUERTO RICO		
198th Ftr-Interceptor Sq	Puerto Rico	July 18-Aug 1
KANEOHE NAS, HAWAII		
199th Ftr-Interceptor Sq	Hawaii	June 12-26
ELMENDORF AFB, ALASKA		
144th Ftr-Bomber Sq	Alaska	Nov 20-Dec 5
OTIS AFB, MASS		
101st Ftr-Interceptor Wing	Maine	July 31-Aug 14
102d Ftr-Interceptor Wing	Massachusetts	July 10-24
103d Ftr-Bomber Wing	Connecticut	Aug 21-Sept 4
SPAATZ FIELD, READING, PA		
111th Ftr-Bomber Wing	Pennsylvania	July 10-24
112th Ftr-Bomber Wing	Pennsylvania	Aug 14-28
113th Ftr-Bomber Wing	District of Columbia	June 12-26
HANCOCK FIELD, SYRACUSE, NY		
106th Light Bomber Wing	New York	Aug 1-15
107th Ftr-Interceptor Wing	New York	July 10-24
108th Ftr-Bomber Wing	New Jersey	Aug 21-Sept 4
TRAVIS FIELD, SAVANNAH, GA		
116th Ftr-Bomber Wing	Georgia	July 11-25
123d Ftr-Bomber Wing	Kentucky	June 12-26
CAMP WILLIAMS, WIS		
122d Ftr-Bomber Wing	Indiana	July 11-25
133d Ftr-Interceptor Wing	Minnesota	June 12-26
MUNICIPAL AIRPORT, GULFPORT, MISS		
117th Tac Recon Wing	Alabama	Aug 1-15
118th Tac Recon Wing	Tennessee	July 11-25
122d Light Bomber Sq	Louisiana	July 31-Aug 14
136th Ftr-Bomber Wing	Texas	June 12-26
COLLINS FIELD, ALPENA, MICH		
121st Ftr-Bomber Wing	Ohio	July 10-24
126th Ftr-Bomber Wing	Illinois	June 12-26
127th Ftr-Bomber Wing	Michigan	Aug 21-Sept 4
128th Ftr-Interceptor Wing	Wisconsin	July 31-Aug 14
NATRONA CITY AIRPORT, CASPER, WYO		
131st Light Bomber Wing (less 122d Sq, La)	Missouri	Aug 21-Sept 4
132d Ftr-Bomber Wing	Iowa	July 17-31
137th Ftr-Bomber Wing	Oklahoma	July 31-Aug 14
140th Ftr-Bomber Wing	Colorado	June 13-27
GOWEN FIELD, BOISE, IDAHO		
142d Ftr-Interceptor Wing	Washington	June 13-27
144th Ftr-Bomber Wing	California	July 31-Aug 14
146th Ftr-Bomber Wing	California	Aug 21-Sept 4

Arnold Air Society Strides Forward



Three AAS squadron officers confer with Maj Gen Wm. E. Hall, Assistant Chief of Staff for Reserve Forces, during a recent visit to the Pentagon. They are, (L to R) Cadet Lt Col Albert Purcell, Texas Technological College; General Hall; Cadet Lt Col Frank J. Emma, Loyola Univ of Los Angeles; and Cadet Lt Col Gerry Leigh of Univ of Idaho.

A steadily growing organization that paves a purposeful path to satisfy the need for capable U. S. Air Force officers.

**By Cadet Major Edward Loewe
Public Information Officer, Arnold Air Society**

ONE OF THE LARGEST organizations of its kind in the world, the Arnold Air Society has 161 squadrons sprinkled from coast to coast and has continued to grow since it was established in 1947.

Consisting of select students enrolled in the Air Force ROTC units at 161 colleges and universities across the country, Arnold Air Society (AAS) has set for itself two major tasks: to insure the AF of well-informed, high-caliber type of officers; and to create at the same time a feeling of fellowship within individual squadrons of the organization and, as much as possible, on a national basis.

The concept of such a society originated at a post-WWII ROTC summer camp, and then materialized through the principal efforts of a few individuals at the Univ of Cincinnati. It is the honorary military fraternity of the AF ROTC Cadet Corps.

USAF acceptance. On 6 April 1948, Gen C. B. Stone III formally presented the Arnold Air Society and notified it of its official acceptance by the U.S. Air Force. At the outset the budding organization became a project of the Air Defense Command.

Late in 1948, Air Defense Command circulated a copy of the AAS constitu-

tion among schools throughout the country that maintained an AF ROTC unit. Until this time the society had existed on a local basis at the Univ of Cincinnati.

The response which was to follow was to exceed even the most optimistic hopes.

The year 1949 became a memorable one as 20 new squadrons were added to the fold. It was also during this year that the first issue of the *Newsletter* (now the *Arnold Air Letter*) was published nationally as the official organ of the Society.

National officers were elected for the first time at the Univ of Cincinnati which has since maintained the National Headquarters.

Since the late Gen Henry H. "Hap" Arnold became the sponsor of the original "Hap" Arnold squadron, it has been the custom for each new squadron to name itself after someone of the Air Force, either living or dead, who has in his life exemplified high ideals.

One of the greatest ties which the individual squadrons have with one another is the annual conclave held each year in a different area of the country.

Months of planning have on each occasion brought about a bigger and

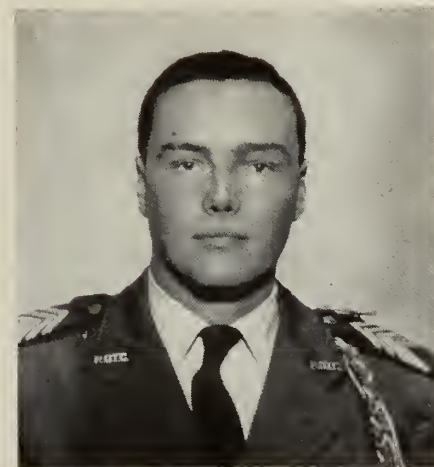
better conclave, for as the Society grew, the issues which confronted it became more numerous and important.

During the conclave, a representative membership agrees on those activities which the AAS might undertake in the future in order to fulfill its primary objective—service. Individual squadrons work not only for their own advancement, but aid civic groups and provide guidance to youth organizations interested in learning more about the Air Force.

Exchange of ideas. To find out just what cadets think of the AF ROTC program in general, the USAF last December invited regional and national officers of the Arnold Air Society to the Pentagon for a conference.

As national sponsor of the Society, Air Force Association helped arrange the conference and met with the cadet representatives to discuss how the two national air organizations could help one another, including the possibility of locating national headquarters in Washington and employing paid personnel.

This and other plans for the future are being studied in order that the AAS might be keyed to its most effective output, grow in stature and benefit, engage in programs of aid both on a local and national basis, and instill such a spirit in its men as will help to insure our country of the caliber of leaders which have made and kept the U.S. a world power.



Cadet Stephen Strickland, National Commander.

Short Bursts

AF Effects Savings

The Air Force has increased its combat capability and effected savings in operations as a result of a review of AF military manning tables which eliminated some military jobs previously authorized in manning documents. Combat capability was increased with the activation of three air transport squadrons, several required flying units, and five combat wings in addition to the four previously programmed. Savings were effected in such areas as air police, headquarters positions and food services. The review of military manning tables is conducted periodically by the services and accelerated by Congressional legislation. In the overall review of the military services, some 160,000 military jobs were eliminated.

Perfect Safety Record

A perfect passenger-safety record was achieved by the Military Air Transport Service in its transport operations during 1953 by airlifting over 500,000 passengers and patients without a single fatality. During the year MATS flew a grand total of 1,064,000,000 passenger miles, 132,000,000 patient miles and 318,000,000 ton miles.

83,000 Students In ECI

The USAF Extension Course Institute chalked up the highest monthly enrollment of its history during January to attain a current all-time high of over 83,000 students. ECI students come from the Regular Air Force, Air Force Reserve, Air National Guard, Civil Air Patrol and other services.

Indiana Reservists Meet

More than 50 Reserve unit commanders attended a recent two-day Commanders' Conference held by the Air Reserve Center, Indianapolis. First conference of this type to be held by the organization, it was designed to orient commanders in (1) new developments in Air Reserve policies and procedures; (2) standardization in implementation of Air Reserve Training; and (3) emphasize the Reservist's role in public relations.

Designation of Chaplains

Until they are designated by Hq USAF to serve as chaplains, Reserve officers not on extended active duty will no longer be awarded the Air Force Specialty Code for chaplains (AFSC 792). This change is in accordance with recent revisions of the Officer Classification Manual (AFM 36-1). The chaplain AFSC's previously awarded Reservists not on EAD who have not been so designated will be canceled by 30 June 54 unless proper designation is accomplished prior to that date. Reservists interested in retaining AFSC 792 should apply for proper designation to the Chief of AF Chaplains, Hq USAF.

Reservist Attendance Good

Milwaukee's busy Air Reserve Group reports an overall attendance figure of 86 percent for its six squadrons and eight flights during the first half of FY54. Headed by Lt Col Alexander Bupp, the group has 517 officers and airmen assigned.

PAS&Ts Meet at Maxwell

Over 200 professors of Air Science and Tactics from colleges and universities in this country, Hawaii and Puerto Rico met recently at Hq, AF ROTC, Montgomery, Ala to discuss recommendations regarding AF ROTC plans and policies for the coming year. Conferees reviewed present and future aspects of the program in relation to national defense and citizenship training; studied policies relative to selection, education and motivation of cadets; and presented to the PAS&Ts mission briefings from the Air Defense Command, Strategic Air Command, Tactical Air Command and the Flying Training Air Force.

Turkish Leader Honored

The Texas Air National Guard Color Guard and Band of the 136th Fighter Bomber Wing were prominent participants in welcoming ceremonies for President Celal Bayar of Turkey when he visited Dallas. Upon his arrival the Turkish leader was recognized by a color guard from the 136th Air Police Sq. As he stood at the foot of the color guard flight, the 531st ANG band played the Turkish National Anthem followed by the Star Spangled Banner. President Bayar remained in Dallas two days, one of the many stops he made while on an extended tour of this country.

New Training Date

Date of the summer active duty training for the 512th Troop Carrier Wing (Reserve) has been changed from July 11-25 to July 18-August 1, 1954, Hq ConAC announces. The 512th will train at its home base, New Castle County Airport, Wilmington. Del.

Open Air Advertising

To stimulate public thinking about Reserve activities and to interest potential AF Reservists in joining its roster, the 512th Troop Carrier Wing of New Castle, Del is introducing itself via drive-in theatre marquees. The 202 Drive-In, located on Route 202—the Wilmington-West Chester Pike—is one of several theatres cooperating with the wing in its recruitment program.



The Air Force Reserve's 512th Troop Carrier Wing takes to open-air advertising.



Mail Order Service Speeds Books To The Homes of Reservists

Reservists of the Fourth Air Force are finding that the Central Reserve Reference Library serving their area is "as close as the nearest mailbox."

Whether a Reservist lives in the middle of the Arizona desert or works on a Montana sheep farm, facilities of the library are his for the asking—simply by dropping a post card in the mail.

Mail order and centralized library service for AFRes Wings, Centers, Air Reserve groups and squadrons and individual Reservists is a comparatively new phase of Reserve training. The Tenth Air Force area was chosen as the proving ground for the new system. The experiment was successful and the program was adopted ConAC-wide last year.

Fourth AF's Central Reserve Reference Library was established six months ago and now has about 2,500 basic reference and military non-fiction volumes in stock. This basic library stock is supplemented monthly at the rate of 100 to 200 volumes.

Books to interest Reservists. Technical and reference books on all phases of aeronautics, military science, aerodynamics, current political history, technical arts, language books and records have been selected specifically to interest and benefit the Reservist.

Another service of the library is providing answers to research questions and book lists for special subject requests by instructors and trainees. When requests are received for books not in stock, they are borrowed on inter-library loan from other service, public or collegiate libraries.

Lists of books available in the library are published in catalog form and distributed to all Reserve units. Monthly supplementary lists keep the catalog current.

Guiding the progress of the new library is Miss Ann Kirkland who has served as staff librarian for Fourth AF since April 1952. Miss Kirkland and Lt Col Alexander F. McNiven, Director of Unit Training, are studying plans for increasing facilities of the library to better fulfill the needs, demands and interests of Air Reservists.



Mail Bag

Dear Editor:

Thank you for forwarding the copy of The AIR RESERVIST in which your article on the RCAF Reserve is so well displayed. Both the cover illustration and the article itself are extremely well done and I feel you deserve both our compliments and our thanks for a friendly and very complete story.

It is to me one of those many examples of the happy relationship existing between the American and Canadian armed forces and on which much of the strength of our Western associations stand.

V. H. Patriarche
Group Captain
Group Commander
2 Group Headquarters
(Auxiliary) Toronto
Toronto, Ontario

Dear Editor:

What law authorized Reserve personnel to retire?

HLD
Miami, Fla

Title III, Public Law 810, Eightieth Congress authorized a Reservist who attains the age of 60 and has completed a total of 20 or more years of satisfactory Federal service in the armed forces of the United States to retire and be granted retired pay.

Comments and queries of an unofficial nature may be submitted to the Editor of The AIR RESERVIST, Room 834, Old Post Office Bldg, Wash, DC, for possible publication in this column. Letters should be brief and of general interest. Author's name should be given, but will not be printed if so requested. No personal mail replies can be made.

Dear Editor:

Does the Air Force plan recalling any Reserve pilots to extended active duty within the next few months?

MAL
Lansing, Mich.

The entry into active military service of Reserve officers other than non-prior service AF ROTC graduates and such specialists as medical officers, chaplains and legal officers within the next few months is not anticipated, since the normal flow from previously established procurement sources will adequately meet AF needs by the end of the current fiscal year.

Dear Editor:

I have a \$10,000 National Service Life Insurance term policy, and I am thinking of converting to a permanent plan. Will I be required to convert the entire policy, or is it possible to convert part and keep the remainder as term insurance?

IRL
Atlantic City, NJ

You may convert part of your insurance to one or more permanent plans, and keep the rest as term. You may convert in multiples of \$500, starting with a minimum of \$1,000.

AF Generals Receive The Legion of Merit

Two veteran pilots of general officer rank, now assigned to Mitchel AFB, NY, have been awarded the Legion of Merit.

They are Maj Gen George G. Finch, Deputy for Air National Guard Affairs of Continental Air Command; and Maj Gen Howard M. Turner, Cmdr of First Air Force, who received the First Oak Leaf Cluster to the Legion of Merit.

General Finch received the Legion of Merit for "outstanding service" while assigned as principal AF Advisor to the

United Nations Command Armistice Delegation during the Korean truce negotiations. The citation states that General Finch "assumed a dominant role in devising strategy and procedures during a critical stage in the armistice negotiations."

General Turner, according to his First Oak Leaf Cluster to the Legion of Merit citation, "gave important and timely support to air operations in the early days of the Korean conflict by retraining the 18th Ftr-Bmr Gp for immediate combat employment in Korea."

THE AIR RESERVIST

AIR FORCE RESERVE★AIR NATIONAL GUARD★AIR FORCE ROTC★CIVIL AIR PATROL★EXPLORERS, BSA

An official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post Office Bldg, Washington 25, DC

Maj C. R. Wyrasick (AFRes), Editor

Thomas R. Lenahan, Associate Editor

Bureau of the Budget approval of this magazine given on 27 June 1952.

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Mitchel AF Base, NY.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Reservist Stewart Stars in New Film

Air Force Reservist Col James Stewart will play the leading role in Paramount's new picture "Strategic Air Command," now being filmed at Carswell AFB, Tex and MacDill AFB, Fla.

The picture's story, written by another Air Reservist, Col Beirne Lay, shows a

professional baseball player (Colonel Stewart) being recalled to active military service with SAC.

Technical adviser for the film is Col Gilbert Lassiter, Director of Operations of the Fifteenth Air Force, March AFB, Calif.

Twelve Fields Authorized Reserve Construction

OVER \$18 million of public works funds has been released in FY54 for construction of Air Force Reserve flying facilities at 12 airfields throughout the nation.

The 12 locations, amounts and construction authorized for each are:

Laurence G. Hanscom AFB, Bedford, Mass., \$1,953,000 for land clearing, warehousing, airfield pavements, fuel storage tanks, utilities, hangars and administrative and training facilities;

Niagara Falls Municipal Airport, Buffalo, NY, \$2,474,000 for airfield pavements, utilities, hangars, administrative and training facilities and land acquisition;

Selfridge AFB, Mt. Clemens, Mich., \$1,726,000 for airfield pavements, warehousing, fuel storage, utilities, hangars and administrative and training facilities;

Minneapolis-St. Paul International Airport, Minn., \$913,000 for airfield pavements, warehousing, fuel storage, utilities and administrative and training facilities.

Scott AFB, Belleville, Ill., \$2,473,000 for airfield pavements, hangar, administrative and training buildings, warehousing, utilities and fuel storage;

Grandview AFB, Mo., \$3,827,000 for airfield pavements, administrative

and training facilities, warehousing, fuel storage tanks, utilities and hangars;

Hamilton AFB, Calif., \$845,000 for airfield pavements, warehousing, fuel storage and utilities;

Dobbins AFB, Marietta, Ga., \$1,406,000 for aircraft maintenance shops, administrative and training buildings, fuel storage, utilities and warehousing;

Ellington AFB, Texas, \$1,394,000 for airfield pavements, administrative and training facilities, warehousing, utilities, hangars and fuel storage;

Hensley Field, Grand Prairie, Texas, \$97,000 for warehousing.

Memphis Municipal Airport, Tennessee, \$45,000 for fuel storage tanks; and

Alvin Callender Field, New Orleans, Louisiana, \$1,017,000 for airfield pavements, warehousing, fuel storage and hangar.

Air Force Reserve flying wings are now based at all of the locations with the exception of Grandview AFB and Alvin Callender Field where flying units will be organized when construction is completed.

Construction has begun and contracts have been let on some of the facilities listed. Contract awards on the remainder of the construction are expected to begin soon.

Return of Survey Documents Asked

Slow returns on ConAC's annual Reserve personnel survey have prompted an urgent request that all Reservists complete and return survey documents immediately to their unit of assignment.

Personnel survey packets were mailed to approximately three-fourths of the AF Reserve membership before 31 Dec 53. Field reports reveal that many Reservists have not responded.

Object of the survey is to obtain current and complete information for entry in the Reservist's personnel and machine records. It is to the benefit of the individual that this information be kept current. To avoid a costly follow-up in contacting Reservists, ConAC officials emphasize the need for cooperation in returning completed survey forms.

Give full details. In submitting survey documents, all status changes affecting military records, together with justification for changes when required by instructions, should be included. Unless Reservists give complete information it cannot be recorded or IBM-processed.

Reservists assigned to the Non-Affiliated Reserve Section (NARS), Ineligible Reserve Section (IRS) and Inactive Status List Reserve Section (ISLRS) should forward completed survey documents to the Air Reserve Records Center 3800 York St, Denver, Colo.

Reservists not scheduled for medical examination have been instructed to return completed documents within 30 days after receipt. A 60-day period is granted if medical examination is required.

If medical examination is delayed unavoidably beyond the 60-day limit, other documents should be returned independently at an early date. A statement citing reason for delayed medical examination and arrangements to undergo it should be included.

Status changes reported but not justified and other changes occurring after return of survey documents should be reported promptly by letter to the unit of assignment.

AF ROTC Encampments

Summer encampments for 13,300 AF ROTC advanced students from colleges and universities throughout the country are scheduled to begin June 20. Fifty-eight Air Force bases have been selected as training sites. Majority of the encampments have starting dates in June, with a few scheduled in July and one to be held in August at Scott AFB, Ill.



Cross Country Report

Air Reservist 2d Lt William H. Metcalf, Jr., whose outstanding architectural abilities are being utilized by the Air Force in its

own construction program has received personal recognition for work he completed during civilian life. For his designs of a hospital at Whites-



Reservist Metcalf.

burg, Ky he was recently named the architect designer of 1953's Outstanding Health Building by the Progressive Architecture Magazine. The lieutenant was recalled to active duty in May 1953 and is serving with the USAF Medical Construction Liaison Office in Dallas. Currently he is working on designs for the Aeromedical Center to be constructed at San Antonio.

☆ ☆

A top-notch recruiter, A/1c Harold D. Hopkins, who has assisted in the enlistment of about 300 men into the 89th Ftr-Bmr Wg of Bedford, Mass, has scored again. His latest recruitment efforts, "kept within the family," paid off when he enlisted his step-brother, A/B Frank C. Brennan, Jr. Airman Brennan, 17, still a student at Cambridge High School, Cambridge, Mass, was enlisted under the Air Force policy which permits non-prior servicemen between the ages of 17 and 35, who do not have a selective service classification of 1-A, to join the AF Reserve.

☆ ☆

The Honorable Chester D. Seftenberg (Col, AFRes) has resigned his post as Deputy Assistant Secretary of the Air Force for Contract Financing and Reserve and AF ROTC affairs to return to civilian occupation. The resignation was effective February 28. Mr. Seftenberg came to the Pentagon in November 1950 on defense emergency leave of absence from his position as Vice President and Trust Officer of the First and American National Bank of Duluth, Minn, with the appointment of Deputy for Contract Financing. During February 1953, he was assigned the additional responsibility of Deputy for Air Reserve, National Guard and ROTC affairs.

Joining in the 33d anniversary celebrations staged by the 109th Ftr-Intcp Sq, Minnesota Air National Guard, were five of the original members of the unit. James A. Kilbane, T. Glen Harrison, Brig Gen Ray Miller, Col Ernest R. Berg and Col A. W. Nelson, ANG pioneers, were among Guardsmen and civic leaders who attended a luncheon in St. Paul which marked the founding of the 109th Squadron. Organized in January 1921, the 109th is claimed by its founders to be the first ANG unit in the country. However, that claim is disputed by the New York National Guard.

☆ ☆

A famous aviatrix, Lt Col Jacqueline Cochran, AFRes, is the first woman to win the annual Frank M. Hawks Memorial award. The coveted award, which Colonel Cochran won for being the first woman to fly through the sound barrier, was presented at a dinner given recently in her honor by the Air Service Post 501, American Legion, New York City.

☆ ☆

Catholic University's first Air Force ROTC cadet to be commissioned is 2d Lt Vincent J. Scuderi of Washington, DC. Lieutenant Scuderi completed the four-year program, established in 1951, in two and one-half years by taking summer courses.

☆ ☆

Capt Louis F. Johnson, Jr, AFRes, of Gloucester, Mass, was recently presented with the Distinguished Flying Cross during ceremonies conducted at the 2234th AF Reserve Combat Training Center, Laurence G. Hanscom Field, Bedford, Mass. He was cited for "extraordinary achievement in aerial flight on 8 Oct 52" while attached to the 6147th Tactical Control Group in Korea.

☆ ☆

Capt Edmund F. Hogan, veteran newspaperman, writer and active member of the Air National Guard, has been appointed assistant for Reserve affairs in the Air Force Association. The position is new and was established in 1953 with the merger of the Air Reserve Association and the Air Force Association. Captain Hogan's primary duties will be to coordinate and execute plans, policies and directives pertaining to Air Reserve and ANG matters for AFA.

☆ ☆

Several hundred persons from four states and Puerto Rico recently gathered at Robins AFB, Ga for the Civil Air Patrol's Southeastern Regional Conference. Subjects discussed included public information, operations and training, communications, cadets and support services. The 1,500-member Georgia Wing, headed by Col L. D. V. Benton of Atlanta, served as host for the meet.

☆ ☆



Houston's Mayor Roy Hofheinz unveils a new C-45 dedicated to the City of Houston by the 8706th Pilot Training Wing, one of the USAF's flying Reserve units. The ceremony at Ellington AFB, Tex was attended by leading civic and military officials.

NO. 30-C 4/54-315,369

USAF Periodical 30 1

pictures of the month



Two non-commissioned Reservists of the 9864th Air Reserve Squadron, Plainview, Tex, proudly display diplomas they received for completion of the OCS Course, USAF Extension Course Institute. S Sgt George A. Meador (L) and S Sgt Duard C. Campbell (R) accept awards from Capt J. B. Winner, liaison officer of the 9172d Air Reserve Gp, Lubbock, Tex.



Cadet Matthew H. Davidson (L) of Amherst College receives the first-place trophy won by his team in the unarmed competition division of the annual New England AF ROTC Drill Team Competition. Brig Gen Matthew K. Deichlemann, Cmdt, Hq AF ROTC presented trophies. In the armed competition, Massachusetts and Brown universities led the field.



Exuberant Boy Scouts of the Boston area voted three rousing cheers for the Air Force during a one-day tour of Laurence G. Hanscom Field, Bedford, Mass. This group was one of several Boy Scout troops visiting AF facilities as a part of community relations projects during National Boy Scout Week.

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THE AIR RESERVIST

MAY 1954



POWER FOR PEACE

THE LIBRARY OF THE

MAY 18 1954

UNIVERSITY OF ILLINOIS

ARMED FORCES DAY MAY 15TH

PREPARE TO SURVIVE



The Air Force teaches Explorers, BSA, techniques of survival

IT WAS COLD and gray in northwest Nevada the day the convoy pulled out of Stead AFB and moved slowly northward to the foothills of the Sierras. A bitter wind knifed through the tarpaulins covering the trucks, while inside groups of young men huddled together to keep warm. Although they were unable to see where they were going, it did not matter. They knew their destination.

Enthusiasm ran higher as the vehicles rolled forward. Above the rumble of the moving convoy, lusty voices of joyful youths rang out. These boys were anticipating a challenging adventure, an exciting experience in outdoor living.

This was the beginning of an auspicious occasion for 244 Explorer Scouts of Region 12, covering Arizona, Nevada, Utah and California. They were en route to Cottonwood-Creek base camp, a site high in the Sierra mountains, where they would spend one week mountaineering and trapping; learning to survive in rugged terrain.

While encamped the Explorers would also be instructed in methods of building snow shelters and arctic survival; orienteering by day and night; survival hunting, including the use of traps and how to skin a deer; survival communica-

tions; marksmanship; and how to live off the land.

This encampment was planned over an 11-month period by Explorer Scout leaders and Air Force personnel from Stead AFB, headquarters for Air Force survival training. Thirty-two Stead AFB personnel, experts in survival techniques, were hand-picked on a volunteer basis for the job of training the Explorers.

As the convoy neared the campsite, in the vicinity of Sierraville, Calif, the Explorers adjusted their packs and made ready for their hike into Cottonwood Creek.

On the trail, not one of the Explorers was delayed by pack readjustment, an unusual feat according to instructors.

Immediately upon reaching base camp, Explorers dropped their packs and began preparation of campsite. Teepees were set up, bough beds were built, a lean-to for firewood protection was made. Training was underway.

Throughout the week's encampment Explorers gave their wholehearted attention to the business of survival. One USAF instructor was assigned to each crew of eight Explorers and two BSA Scout adult leaders supervised two crews. Personalized instruction was a primary aim of this training program geared to youths of Explorer age, 14 to 18.

At the conclusion of the encampment the Explorers returned to Stead AFB for a one-day study of Civil Defense Ground Observer Corps operations and Explorer program planning. Certificate awards and patches were presented to those who were outstanding in one of the first survival training encampments for Explorers, BSA.



Explorers, assisted by an airman instructor, build a small game snow shelter.

FT. WORTH AIR RESERVE CENTER

GROWING



Lt Col Ryan.

LAST MONTH a new concept in administering general and specialized type Air Reserve training programs got its start in 50 cities across the nation.

The idea behind the move was simple. Bring all non-flying AFRes units and individuals together under one roof and afford these Reservists opportunity to take advantage of administrative, infor-

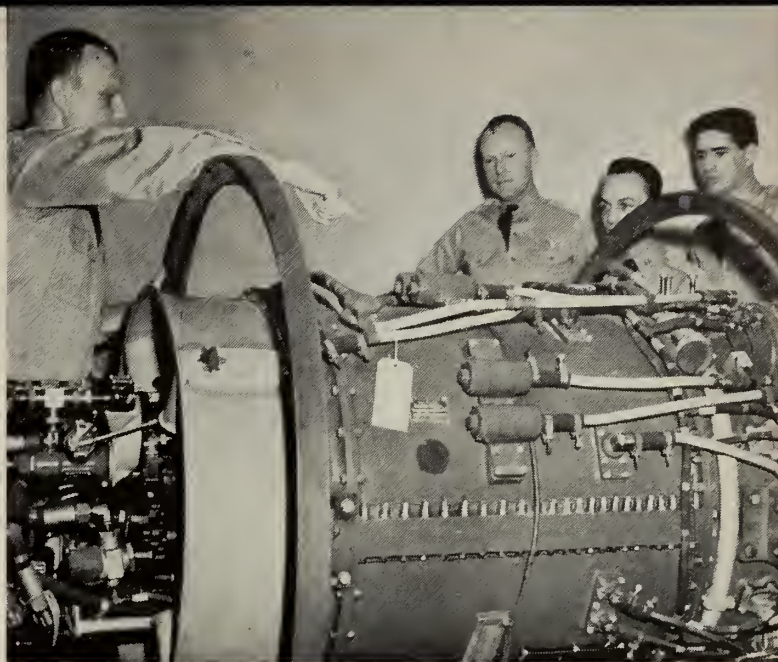
national, general and specialized training programs, all of which are inherent in the Air Reserve Center set-up.

Brig Gen Robert Condon, Deputy Commander for Reserve Affairs, Hq ConAC, one of the chief architects of the Air Reserve Center plan, puts it this way: "The AResC concept was designed to provide a readily accessible meeting place for all ground training elements of the Air Reserve program in areas affording sufficient AFRes population, provide Reserve information, and forge a new link between the Reserve and the local community."

Among units operating under the new concept last month was the Ft. Worth (Tex) Air Reserve Center. And like things "Made in Texas by Texans," the Ft. Worth Center is growing like a Texas steer. It has more than tripled its membership.

The bustling new Ft. Worth Center is headed by a commandant, AF Reservist Lt Col Ridgely O. Ryan, who came to the unit last fall after a stint in Korea and a brief stop-off at 3d District Hq (since redesignated Austin [Tex] Air Reserve Center) for current Reserve orientation.

Reporting to Ft. Worth, Colonel Ryan found total participation in the general and specialized training to include less than 100 Reservists. A quick check revealed that



Reservists of the Ft. Worth Air Reserve Center are instructed in jet engine operation and maintenance.

more than 500 local Air Reservists were non-affiliated (not assigned to any Reserve unit).

Colonel Ryan was certain that scores of these inactive Reservists would want to participate if they knew about the new training courses, facilities, and up-to-date equipment at the Center.

The next move was apparent. Contact all the Reservists. But hadn't many or all of these Reservists been contacted before about assignments with inadequate results?

Rejuvenate Ft. Worth. At this point Colonel Ryan hit upon the idea destined most likely to spell success for the Center's mission—get not only the Reservists but all the people in Greater Ft. Worth acquainted with the rejuvenated AFRes program underway in their midst. He reasoned that out where they say "the West begins," the new Center would have to cut its own niche.

To get started, Commandant Ryan spread the word that he had a tailor-made luncheon program for any civic group interested. Thirty organizations, with audiences ranging from 15 to 500 persons, responded immediately with invitations. Not only did those attending learn of the activities of the new AResC, but they were treated to a showing from a slide projector of an unusual collection of color photos taken by Colonel Ryan during his recent duty in the Far East.

When the Southwestern Exposition and Fat Stock Show opened, the public had an opportunity to see first-hand a display of new training aids available at the Center for Reservists.

Of course Colonel Ryan vigorously utilized the conventional means of public information, i.e., newspapers, radio and TV to tell the story. But it was the personal approach system that was stressed.

Now in new quarters at 300 W. Vickery in downtown Ft. Worth, Colonel Ryan has had an opportunity to take stock of the niche his Center has cut in the city. Today, there are more than 300 Reservists participating regularly in training at the Center, an increase of about 300 percent.

While Colonel Ryan says he won't be satisfied until all non-participating Reservists in the Ft. Worth area are on his rolls, local observers will tell you that the niche has been cut. The results bespeak its depth.

Tours For Earlybirds in Air Reserve Units

Officers and airmen enrolled in general training in Air Reserve groups and squadrons who want short tours of active duty between 1 July 54 and 30 June 55 should apply well in advance of desired tour commencement date.

Short tour requests must reach the unit of assignment 60 days before desired tour commencement date. Since such requests must go through channels from the unit of assignment, processing period considerably in excess of 60 days is required.

A ConAC-wide total of 2,150 short tours for officers and 100 for airmen is available during the above FY55 period. First priority will be given to those holding training designations, and those ordered to active duty in support of commanders' conferences and Air National Guard and AF ROTC encampments. Remaining tours will be granted to other Air Reserve group and squadron personnel assigned to general training.

CAP'S Communications System Is WIRED FOR ACTION

By Gem Bob Hastings, Staff Writer

JARRED FROM THEIR beds by one of the worst earthquakes in California's history, the inhabitants of the sleeping town of Tehachapi (population 1,500) were awakened one early morning last summer to the nightmare of destruction and chaos. Within seconds, homes were turned into burning rubble. Agonized cries of injured and frightened victims split the air.



High tension wires shot eerie streaks of light across the dark sky as stationary communications in the stricken community were knocked out.

Miles away, two Civil Air Patrol officers were driving along a highway en route to their jobs at Alameda Air Station. They were listening to a gay popular tune being broadcast from a station near Tehachapi when the music was abruptly silenced. The urgent voice of the radio announcer broke the calm to report that Tehachapi was being demolished by a series of earthquakes.

Stopping at the first available telephone, the CAP officers alerted Col Ben S. McGlashan, commanding officer of the Southern District California Wing, CAP. Minutes after the tremors had rocked the sleeping town, shortly before 5 a.m., Colonel McGlashan aired the first distress signal. Immediately the California CAP communications system went into action, relaying calls for help. Wing headquarters began receiving calls from CAP pilots, first-aid crews, communications operators, and other units stating their readiness to assist in survival operations.

First on the scene. CAP communicators were the first to arrive on the scene of destruction. They maintained a communications network which kept messages going in and coming out of the crippled area. Their messages went to newspapers, Red Cross officials, welfare agencies and disaster work supervisors. In a matter of minutes after the first call for help was aired, three mobile communications units had been dispatched to Tehachapi. They proved invaluable in relaying messages for urgent supplies to the outside.

At 9:30 a.m. CAP Wing headquarters received a request from American Red Cross to fly a field director, two doctors and three nurses to the town, and aiding the victims. Some of the citizens were dead, others seriously injured from initial shock and still others suffered burns from the raging fires. For 40 hours CAP personnel remained on a 24-hour alert to aid in disaster operations.

More recently CAP communications personnel again demonstrated how the Patrol operates with dispatch and efficiency during an emergency. In early January an F-86 Sabre crashed into a Long Beach residential district killing seven and injuring four. The crash oc-

curred at 3:45 p.m. At 3:47 p.m., Long Beach AFB called the local CAP squadron. Exactly 30 minutes later there were three mobile radio units, 21 CAP members and a complete CAP mobile hospital unit on the scene. CAP personnel were directly responsible for locating several of the injured under the debris.

Burning aircraft spotted. During the same week a civilian-converted B-26 called Burbank tower reporting that it was preparing for a crash landing. The tower called CAP and within minutes an L-5 was in the air to spot the crash scene. However, before the L-5 gained enough altitude to see smoke from the burning plane, a CAP mobile radio car was on the scene and dispatched a radio call for ambulances and fire equipment.

Communicators in CAP mobile radio cars were among the first to relay distress calls when sections of the city of Brighton, NY were leveled by gas main explosions which destroyed all fixed means of communications. Calls were relayed to a fixed station outside the city and on to nearby communities.

Communications personnel of CAP were among the first to provide assistance at Taswell, Va when the worst series of forest fires in the state's history blanketed thousands of square miles of Virginia forest land. CAP mobile radio stations provided contact between isolated ranger towers, firefighting crews, aerial patrol and the fire headquarters.

CAP communicators with mobile generating equipment were in the tornado-wrecked city of Vicksburg, Miss, hours after the great wind laid waste to several city blocks. With the help of CAP personnel and equipment, the police radio was made operative again, electricity was turned on in the local hospital and lights provided for two large rescue operations.

These specific cases of disaster relief are only a few of the missions which have been performed by CAP ground and air communications personnel throughout the history of the Patrol. Air Rescue Service for lost aircraft is another operation in which CAP members frequently participate.

The Patrol's radio network and fixed stations operated by individual members provide a vital service in establishing communications in isolated areas where planes have been lost. In any emergency, CAP personnel volunteer their services.

Communication services of CAP's Mobile Support Units, which are capable of moving with speed to the site of an emergency, are tailor-made for supporting local Civil Defense organizations. They consist of a closely-knit group of

pilots, observers, drivers, radiological specialists, rescue experts and communications equipped with planes, vehicles and other equipment to do the job.

Although manned by CAP and under operational control of the CAP state wing, they are committed first to civil defense under orders of the state director of CD. There are some 118 CAP Mobile Support Units in the U.S.

Coordinating CAP's far-flung communications system, the world's largest non-military radio network, is Victor Papa Zero. Located in CAP national headquarters at Washington, DC, Victor Papa Zero is the CAP workhorse.

Eighteen hours a day the 400-watt transmitter booms the "word" on what is going on in Civil Air Patrol. With its 7,500 fixed, portable and mobile stations, Victor Papa Zero is national headquarters' link with the more than 2,000 CAP units in the U.S., Puerto Rico, Hawaii and Alaska.

A model radio installation, it is coupled with eight regional net control stations to blanket the nation with official and semi-official traffic concerning the national program of CAP. Among its more important functions, the station offers its services whenever needed to assist in carrying out disaster relief missions on a local, state or national scale.

Victor Papa Zero is manned daily from 6:30 a.m. to 12 midnight by five Regular AF radio operators. The station transmits on both 7920 and 4275 kilocycles working into half-wave doublet antennas cut to frequency. In addition to high frequencies, it guards the CAP VHF frequency working CAP planes and mobiles operating as far as 100 miles from Washington, DC.

Relay system. Victor Papa Zero's transmitters are BC 610s with a BC 640 for VHF. Super-Pros and a BC 639 make up the receiving equipment. A specially designed control box was constructed for the three transmitters enabling the operator to acknowledge a call from a station on one frequency while in contact with a station on another frequency. A relay system mutes the receivers during periods of transmission to eliminate feedback noises from the microphone circuit.

In the event of a national emergency, the CAP communications network would be called upon by the Federal Civil Defense Administration to assist in communications operations. Thus, just as it responded at Tehachapi, the vast CAP radio network stands prepared to play a key part in an emergency or the defense of the United States.

Reserve Channels Defined by ConAC

CONTINENTAL AIR COMMAND headquarters has announced general principles governing AF Reserve channels of communication and performance of administration incident to the recent establishment of the Air Reserve Records Center, Denver, Colo., and the opening of 50 Air Reserve Centers in 30 states and the District of Columbia.

These principles are as follows:

1. Air Reserve Centers will administer assigned Reservists.

2. All Reservists are encouraged to seek advice and assistance from the nearest Reserve unit or Air Reserve Center.

3. All Reservists assigned to the Non-affiliated Reserve Section (NARS), Ineligible Reserve Section (IRS), and Inactive Status List Reserve Section (ISLRS) are authorized to communicate directly with the Air Reserve Records Center, 3800 York St, Denver, Colo., on matters pertaining to their records.

These principles do not modify the previously announced concept that Air Reserve Centers will become a focal point of Air Reserve affairs in areas encompassed by the Centers or their assigned Reserve units.

Increased interest. It is expected that when Reservists realize that there is an Air Reserve activity in the local area to answer questions and render assistance, interest and participation among unassigned Reservists will increase.

ConAC has instructed all Reserve units to give utmost assistance to any Reservist directing inquiry to them, including the preparation of correspondence when necessary.

The new principles do not alter responsibilities of ConAC Air Force commanders in areas in which they control functions such as the manning of active units, convening of appointment boards or Reserve recruiting.

Paid Slots Show Steady Increase

Marked increases in paid assignment strength of AFRes officers and airmen were recorded during the month of February 1954.

Number of officers in paid training assignments increased by 774 to push the total officer strength to 11,081 which is within 13 percent of the revised 30 June 54 planned program.

Reserve Promotions

Promotions of 875 Air Force Reserve officers presently assigned to Air Reserve groups and squadrons have been announced by Continental Air Command headquarters. Approximately 820 of these officers are participating in general and professional training and 55 in specialized training in their respective units. Officers promoted are: 37 lieutenant colonels to colonel, 154 majors to lieutenant colonel, 642 captains to major, 9 first lieutenants to captain and 33 second lieutenants to first lieutenant.

Officer Assignment Open To Active Duty Airmen

A recent USAF policy permits AF Reserve officers presently in active military service as airmen or warrant officers to be assigned to Air Reserve squadrons and groups in non-paid Reserve commissioned status.

Reserve warrant officers on active duty as airmen may be assigned to such Reserve units in non-paid warrant officer status under this policy.

Specialized officer training conducted by Air Reserve units is available to these Reserve officers and warrant officers, but they are not eligible for short or special tours of active duty or active duty tours for school training.

Restrictions in par 5a (4), AFR 45-5, pertaining to Code AA availability of these Reservists are not applicable.

The new policy also authorizes Regular Air Force airmen who retired with 20 or more years of active Federal service and hold Reserve commissions to participate in officer status on an unassigned basis in specialized and general training conducted by Air Reserve units. The assigned status of these officers will be confined either to the Inactive Status List Reserve Section or placement on the Reserve Retired List.

Strength increase for airmen was the most significant of FY54, showing a rise of 747. This figure was aided by 368 non-prior service enlistments in Reserve wings. Airman strength in paid assignments at the end of February stood at 7,592. Goal for 30 June 54 is 11,800. A net gain of 1,000 airmen per month will be necessary to meet this goal.

Assigned Officers May Get Over-Age Waivers

AF Reserve officers over-age-in-grade for the next higher grade may now request waiver of age-in-grade requirements for retention in current assignments under certain conditions.

Waivers will be for one year from date of waiver and will be non-renewable. All requests for waivers must be completely justified.

Waivers may be granted if the requesting officer meets all of the following conditions.

(1) He is assigned to a Reserve flying wing, Air Reserve group or squadron, or to a Mobilization Assignee or Designee position.

(2) He is assigned to a position vacancy calling for higher grade.

(3) He is eligible to be recommended and considered for promotion.

(4) He is considered qualified for promotion and is so recommended by the authority responsible for recommending promotions.

Air Reserve group and squadron officers not meeting the above conditions also may be considered for waivers provided that, in the opinion of the unit commander and the commander of each intermediate headquarters, their retention is in the best interest of the Air Force.

Officers over-age-in-grade for the next higher grade who do not obtain waivers normally are reassigned to the Non-affiliated Reserve Section.

Many AF ROTC Graduates Decline Regular Status Bid

Almost half of the 10,600 AFRes officers on active duty who were commissioned from AF ROTC recently expressed no desire for Regular USAF commissions. Only 14 per cent of the AF ROTC officers expressed the intention of applying for a Regular commission with 37 percent indicating indecision.

Of the 10 answers to the survey question "What would contribute the most toward increasing the value of an Air Force career to you?", only three were outstanding and revealed that 39 percent replied "increase in pay;" 21 percent "decrease in travel and change of station" and 20 percent "increase in prestige of an Air Force career."

Aggressors' Nemesis

STRATEGIC AIR COMMAND

AMERICA'S LONG-RANGE bombers theoretically "destroyed" industrial centers in almost every city in the U. S. with a population of more than 25,000 during Strategic Air Command training operations last year.

Purpose of the mock bombing attacks was to maintain and improve combat proficiency and readiness. Strategic Air Command (SAC) is the global retaliatory force that could instantly counter-attack in event of sudden aggression.

Nearly 100,000 individual missions were flown during the year by SAC bombers and strategic fighters as part of the command's realistic training program. The simulated bombing missions were carried out during daylight hours and at night. Almost all were flown at extreme altitudes, usually with the planes too high to be seen or heard.

Target sites were selected for their similarity to objectives SAC may be called upon to strike in event of war. The eastern tip of a railroad bridge, gasoline storage tanks, a factory building, and a railroad round-house were among specific aiming points for some of the training missions.

Each mission was scored and crew performance evaluated. Although attack scores are not made public, Gen Curtis E. LeMay, SAC commander, has said that his crews have proved time and again that their bombing accuracy is well within effective range.

The training included both camera-scored "visual" bombing runs and "radar" attacks. On the radar mission, the bombardier has no visual contact with the ground other than through his radar scope.

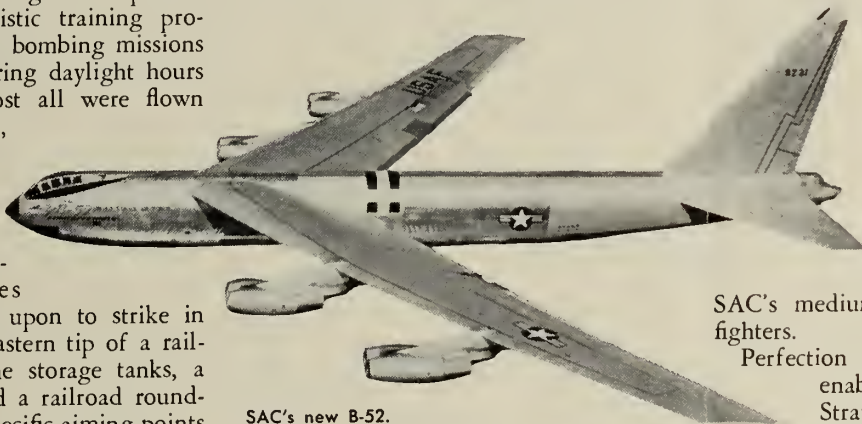
The missions are scored by radar devices, also. When the attacking plane is 50 miles from the selected target, a radar scoring team on the ground begins charting the bomber's course. Twenty seconds before "bombs away," a steady radio signal is transmitted from the plane to the unit on the ground. When

the signal stops, the theoretical bomb has been released.

The scoring team compares the release point with wind, altitude and other factors to determine the exact spot the bomb would have hit.

Through such realistic training exercises, bombing precision has been improved many hundreds of percent since the Strategic Air Command was first organized as a major Air Force unit on 21 March 1946.

The mission of the command, then as



SAC's new B-52.

now, is global in scope and includes the responsibility for being prepared to conduct strategic air operations anywhere at anytime.

In keeping with its global concept, SAC's combat wings within its three numbered air forces are frequently deployed as complete tactical units to overseas bases for periods of training. These deployments give the wings experience in global mobility as well as operational training.

During the past year, SAC's far-ranging planes logged more than 790,000 hours in the air. Lumped into a single jet-bomber mission, the flying hours are equivalent to a 477-million mile flight.

SAC's planes include the 10-engine B-36 intercontinental bomber (to be replaced soon by the eight-jet B-52

heavy bomber), the 600-mile-per-hour B-47 Stratojet medium bomber and WWII famed Superforts. Reconnaissance ver-

sions of the bombers, refueling tankers, F-84 Thunderjet strategic fighters and a limited number of cargo support aircraft also are operated by SAC.

Refueling in the air from KC-97 or KB-29 tanker aircraft, a technique pioneered by SAC, boosts the range of

SAC's medium bombers and strategic fighters.

Perfection of refueling techniques enabled newly organized B-47 Stratojet wings to make several significant non-stop trans-Atlantic flights in recent months.

The crews who fly these SAC bombers train together as a team for a long period of time. Most of them have seen combat in WWII or Korea.

Although the average age of the aircraft commanders is 32 years, 56 percent have had combat experience, averaging 39 wartime missions. Average age of the airmen is 26 years.

Reservists on active duty play a major role in SAC's operations. At the present time 73 percent of the pilots are Reservists, and Reservists comprise 81 percent of SAC's total officer strength.

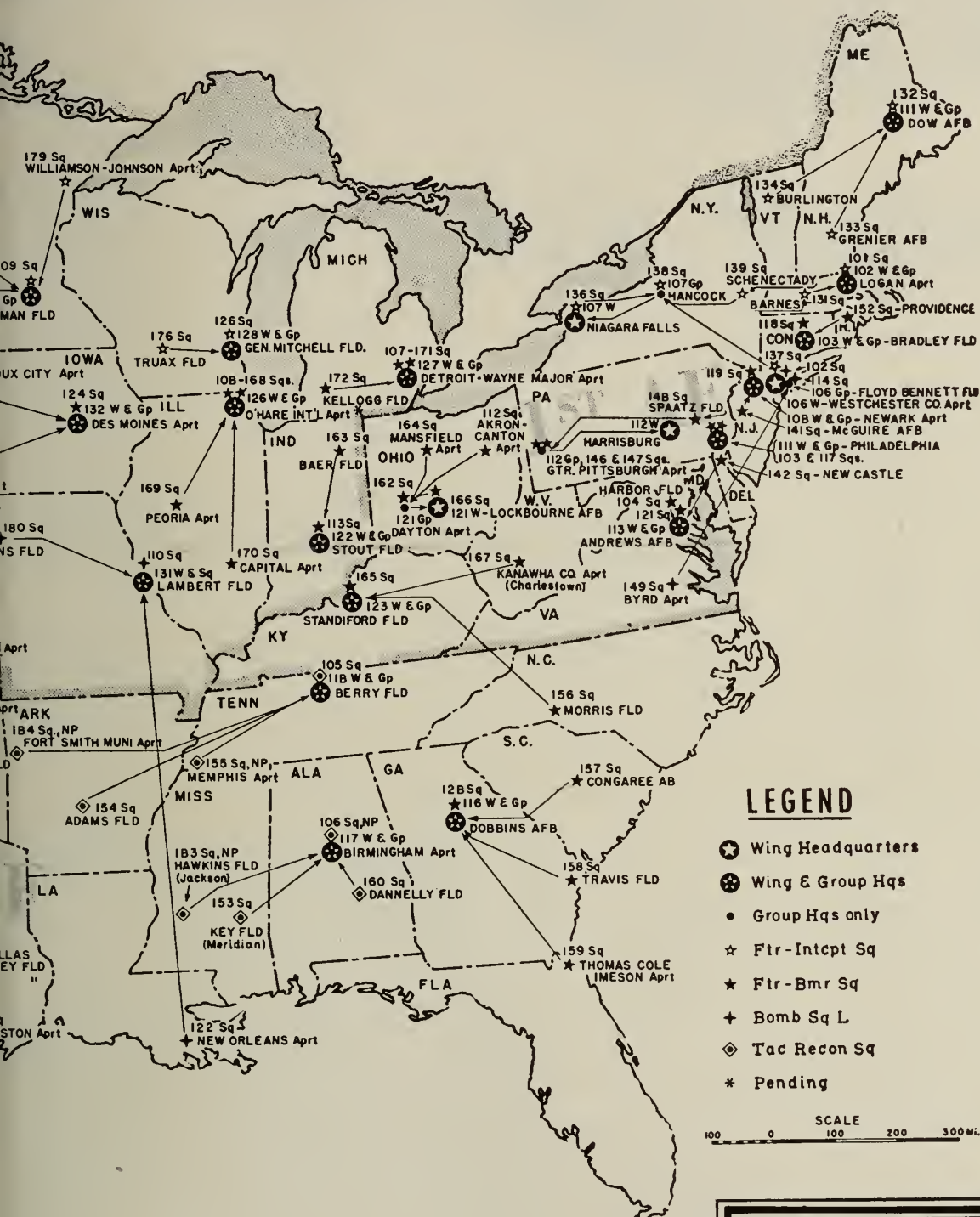
"If Strategic Air Command is strong enough and ready enough," General LeMay has said, "the danger that America will ever come under actual attack is diminished. The penalty would be too great."

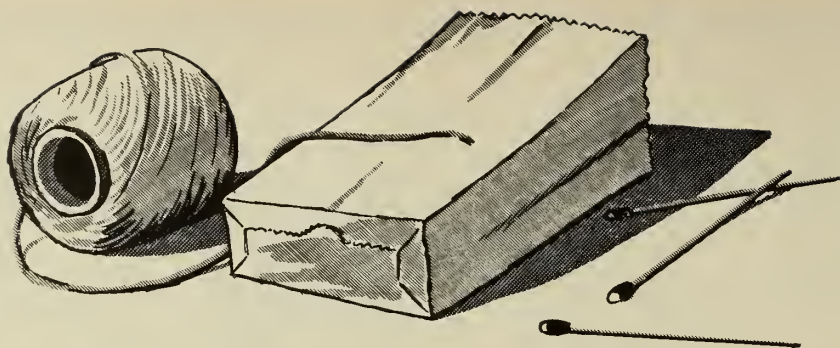


TACTICAL WING AN



JADRON INSTALLATIONS





NEW FLIGHT COURSE

Attracts Air Reserve Pilots

A BOOST TO AF Reserve unit recruitment and specialized training participation has resulted from a new flying training course, the first segment of which was developed by Fourth Air Force headquarters, Hamilton AFB, Calif.

Classes in the new pilot ground training program, known as the Flight Operations Course (Course 1000) began at the Los Angeles Air Reserve Center in December. At press time, over 136 previously unaffiliated and non-participating Reservists had enrolled in it.

The San Francisco AResC started the course in January with an enrollment of over 60 Reserve officers. Another 150 began the course in January at the Seattle AResC. The three Pacific Coast AResCs report daily requests from Reservists for placement on the course's waiting lists.

The course also has attracted other rated personnel in the Fourth Air Force. A number of the enrollees are bombardiers and navigators.

Need recognized. The need for this course was recognized last year by ConAC headquarters as a result of a study made of USAF mobilization requirements for pilots. ConAC requested Technical Training Air Force to develop the course.

Fourth Air Force headquarters volunteered to develop proposed curricula. This was born of awareness that 68 percent of Fourth Air Force's Reservist population are composed of rated personnel interested primarily in flight training.

Since flight training had been confined

to three Reserve flying wings of the Fourth Air Force with limited personnel spaces, the need of broadening its availability was evident.

The first segment of the course is entitled "Weather for Aircrew." Submitted by Fourth Air Force Hq to ConAC headquarters, it was approved and sent to TTAF for final acceptance.

Technical Training Air Force affirmed the proposed initial segment and projected development of the course's remaining increments. These will be devoted to aircraft maintenance for pilots, weight and balance, air navigation, communications, new instrumentation, air freight and passenger handling, and squadron operations and administration. Each subdivision, including the weather segment, is of one year's duration.

Economy feature. Beyond attracting rated Reservists, perhaps the weather increment's outstanding feature is economy. Course textbooks are all existing USAF publications, and its curricula advise usage of simple everyday items such as string, paper bags, safety matches, etc., to illustrate weather phenomena rather than usage of expensive equipment.

ConAC has asked the First, Tenth and Fourteenth Air Forces to make the course available as soon as possible at AResCs in their respective areas which conduct specialized training. At press time, the course was under way at AResCs in Richmond, Va; Columbus, Ohio; Cleveland, Ohio and Louisville, Ky; and is scheduled to start momentarily in several other localities.

More Hours, More Laurels For CAP

Civil Air Patrol's volunteers flew 12,290 search-and-rescue hours in 1953, CAP national commander Maj Gen Lucas V. Beau, USAF, announced following a report issued by the USAF Air Rescue Service.

CAP activity amounted to more than 60 percent of the total hours flown by all agencies participating in the 96 domestic air searches ordered by ARS.

Commenting on the support given Air Rescue Service by CAP, Brig Gen Thomas J. DuBose, ARS commander, told General Beau:

"Excellent cooperation with the Civil Air Patrol has been experienced by this command in the prosecution of domestic search and rescue missions. The effectiveness of the slow-flying, small civilian aircraft as a search vehicle and the large number of these aircraft made available by CAP have expedited the conclusion of numerous search and rescue missions."

Reservists Study Ordnance Disposal

Baltimore's Air Reserve Squadron is taking a seven-lecture course in explosive ordnance reconnaissance conducted by the 549th Explosive Ordnance Disposal Detachment of the Army.

Upon completion of the course, over 50 Air Reservists will be qualified and certificated as field agents of the EOD Detachment.

The officers and airmen will serve as volunteers in the location and identification of unexploded ordnance and will help plan the evacuation of danger areas.

The unit is taking the course to supplement civil defenses in the vital Chesapeake Bay area.

California Unit To Represent ANG

California's 144th Fighter-Bomber Wing of the Air National Guard has been selected by the National Guard Bureau, Washington, DC, to represent the Air National Guard of the U.S. in the Air Force gunnery meet to be held in June at Nellis AFB, Las Vegas, Nev.

The honor of being chosen from 27 ANG wings, representing 48 states, Hawaii, Alaska and Puerto Rico, was accorded the 144th Ftr-Bmr Wg, Hayward, because of its outstanding record in winning for three successive years the annual nationwide ANG gunnery meet.

ANG RECEIVES

F-94

FIGHTER AIRCRAFT



THE AIR NATIONAL GUARD'S continuing policy of providing the latest in modern aircraft to its tactical units was dramatically emphasized recently by delivery of six F-94A "Starfires" to two of its fighter-interceptor wings.

They are the first aircraft of the F-94 series to be received by Reserve Forces' wings. Initial deliveries of F-94s to Regular Air Force units of the Air Defense Command began in the latter half of 1950.

ANG organizations which each received initial deliveries of three "Starfires" were Massachusetts' 102d Ftr-Intcp Wg with headquarters at Logan International Airport, East Boston, and New York's 107th Ftr-Intcp Wg with head-

quarters at Niagara Falls Municipal Airport.

Aircraft allocation schedules call for completely equipping both wings with F-94s prior to their respective summer training periods. A third ANG unit, Maine's 101st Ftr-Intcp Wg with headquarters at Dow AFB, Bangor, also is slated to begin summer training with a full complement of F-94As.

The 101st, commanded by Col Phillip E. Tukey, Jr, will train at Otis AFB, Mass, July 31-Aug 14. Its flying elements are Maine's 132d Ftr-Intcp Sq located at Dow AFB, New Hampshire's 133d Ftr-Intcp Sq located at Grenier AFB, Manchester, and Vermont's 134th Ftr-Intcp Sq stationed at the Municipal Air-

port, Burlington. Brig Gen Lyle E. Halstead's 102d Ftr-Intcp Wg also will train at Otis, July 10-24. Its tactical squadrons are the 101st located at Logan International, and the 131st based at Barnes Municipal Airport, Westfield, Mass.

New York's 107th Ftr-Intcp Wg, led by Col Robert J. Kirsch, is scheduled for active duty training July 10-24 at Hancock Field, Syracuse. Its flight

units are the 136th Ftr-Intcp Sq at Niagara Falls Municipal, the 137th at Westchester County Airport, White Plains, and the 138th at Hancock Field.

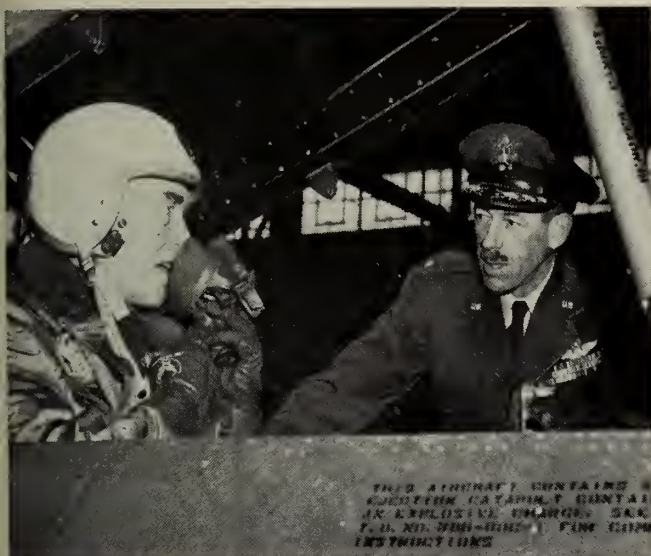
The Lockheed-manufactured "Starfire" is an all-weather interceptor capable of day and night performance under all conditions, and ideally suited to ANG's interception mission. It is equipped with a J-33 Allison turbojet engine augmented by a Solar afterburner. Its combat radius is 500 miles, maximum speed 600 mph, and ceiling over 45,000 feet.

Tracks enemy. The F-94A carries a two-man crew, pilot and radar operator. The latter mans electronic equipment designed to locate and track down an enemy, and fire a battery of nose rockets within effective range.

Nineteen of ANG's 23 stateside fighter-bomber and fighter-interceptor wings will be equipped with jet aircraft by the beginning of their summer training periods. Aircraft, besides the F-94As, will be F-80 "Shooting Stars," F-84 "Thunderjets" and F-86 "Saberjets."

Four fighter-bomber wings will fly propeller-driven F-51 "Mustangs."

Two fighter-interceptor squadrons located in Puerto Rico and Hawaii will train in F-86Es and the Alaskan fighter-bomber squadron will use F-80Cs.



Massachusetts' Gov C. A. Herter gets the feel of his oxygen mask before being taken for his first jet ride in one of ANG's F-94s by a pilot of the 102d Ftr-Intcp Wg, Moss ANG. Standing by is Wing Comdr Brig Gen Lyle E. Holstead.

Short Bursts

Turbo-prop YC-124 Tested

USAF's first four-engine turbo-prop transport, the 200-passenger Douglas YC-124B, successfully completed its recent maiden flight in Long Beach, Calif. The YC-124B is a development of the famed C-124 Globemaster which presently is the largest transport in military service. The turbo-prop engine is a gas turbine unit which spins a conventional propeller. It also delivers some jet thrust. Total distribution of power is approximately 80 percent propeller and 20 percent jet.

Required Short Tours

Reservists assigned at the beginning of a fiscal year (July 1) to specialized training elements of Air Reserve units and Mobilization Assignee positions in pay status are required to perform a short tour of active duty that fiscal year. Those similarly assigned after the start of a fiscal year may, but are not required to, take a short tour during that fiscal year. A waiver of active duty requirement is not required in the latter case.

USAF To Do Own Recruiting

Secretary of Defense Charles E. Wilson has authorized the Air Force to take over on July 1 full control and operation of its own recruiting system, which it now shares jointly with the Army. Although the new Defense Department memorandum will permit separate USAF recruiting offices, the present system of physical examining stations used jointly by all three services—Army, Navy and Air Force—will continue.

Officer Personnel Goals

Major sources from which the Air Force will procure officer personnel to meet programmed goals during FY55 are the flying training schools (around 8,500) and AF ROTC (approximately 7,750, including both flying and non-flying officers). Officer Candidate School will continue to produce 500 officers annually. Accruals will likewise continue on a small basis from the direct appointment or recall sources. At present it is anticipated there will be some new appointments made of warrant officers during FY55, at least to the extent necessary to replace losses from this category of personnel.

CAP Cadet Exchange

Forty-eight female Civil Air Patrol cadets will be exchanged by the U.S. and its territories for two weeks this summer. Between July 15 and August 1, eight girls from each of the Hawaii, Alaska and Puerto Rico units will be guests of CAP units in this country while 24 girl cadets from the states visit CAP units in the territories. Three U.S. girl cadets from each of the eight CAP regions will be selected for participation. Cadets will be selected for the exchange on the basis of scholarship, leadership and good citizenship merits. This event will mark the first formal exchange of female cadets. CAP annually sponsors an international exchange of male cadets.

Colorado Unit Cited

Flight "C" of the Sterling (Colo) Air Reserve Sq has gained statewide recognition for unit activities. In a letter of commendation from the group commander, Col Arthur W. Krauss, the Flight was cited for being first in the State of Colorado in percentages of training participation and attendance. The Flight was activated 30 Nov 53 and is commanded by 2d Lt Alfred E. Fisbeck.

Finance Officers Course

Two classes of the Finance Officers Refresher Training Course will be conducted this summer at Lowry AFB, Denver, Colo. The first class is during the July 6-16 period and the second during the August 17-27 period. Each class will accommodate 60 AF Reserve finance officers not in active military service. Applications should be submitted immediately to the applicant's unit of assignment.

OCS Requires 180 Days

In the story entitled "Today's Airmen Can Become Tomorrow's Leaders in the Reserve and Guard" appearing in the April 1954 issue of *The AIR RESERVIST*, the statement was made that Reservists and Guardsmen are ordered to active duty for 90 days to attend Officer Candidate School at Lackland AFB. The story should have stated that Reservists and Guardsmen are ordered to active duty for six months, or 180 days, to attend the course.

Here is USAF's 137-Wing Force

WHAT IS THE 137 Air Force wing program? Here in brief is a description of its concept and what it contains.

The 137-wing figure will be reached by 1957, according to present schedules and planning. The 137-wing program contains the same number of combat wings as was proposed for the 143-wing goal. This 137-wing program is predominantly a combat force . . . with 126 of the 137 wings actual combat units and the other 11 being Troop Carrier Wings in Tactical Air Command.

In addition to the strategic striking force, the expanded program also provides for an improved continental defense system and for ready mobile forces. Broken down into the three active "fighting" commands in USAF, here is what the 137-wing program represents:


- For Strategic Air Command, 54 wings are planned principally on the requirement of worldwide offensive striking power. This offensive power must penetrate enemy air defenses and be able to deliver a massive attack on the enemy target system within a short period of time—if the deterrent influence of that offensive power fails to prevent war.

- For Air Defense Command the 34 wings scheduled represent an increase of five wings over the 143-wing program . . . this recognizes the need for increased continental air defense in the face of growing Soviet air strength. The 34 ADC wings represent a substantial allocation of air resources . . . the program recognizes that no perfect air defense is possible.

- For Tactical Air Command 49 wings are designed for the dual mission of providing both tactical and troop carrier air forces to protect vital overseas areas while providing a training, rotation and reserve base in the U.S.

The 137-wing force is supported by such additional units as Troop Carrier Assault Groups, Military Air Transport Service Squadrons, Strategic Support Squadrons, Logistic Support Squadrons, Air Rescue Groups, Air Refueling Squadrons.

Air Reserve and Air National Guard wings, a vital element in our strength, are *not* included in the 137-wing figure. There are programmed 30 Reserve and 27 ANG flying wings.



Legislative Notes

PL 325—Air Force Academy. This law provides for the creation of the Air Force Academy similar to the institutions at West Point and Annapolis. The Secretary of the Air Force has named a commission to select a site for construction of permanent facilities necessary for the training of cadets to become career officers of the USAF. In the meantime, authority has been granted to start the school this year at some existing USAF installation utilizing whatever facilities are available and augmenting them with only the minimum in conversion of buildings.

PL 291—Missing Persons Act. This law continues the effectiveness of the Missing Persons Act. It provides that the heads of executive departments may continue to credit the pay and accounts and make, continue or modify allotments to dependents of service personnel and civilians who are in a missing status. At present the Dept of Defense carries 3,205 in this category: Army, 2,608; Air Force, 336; Navy, 74; Marine Corps, 187.

S 3096—Doctors and Dentists Draft Act. This bill would amend Section 4, Act of 9 Sept 1950 to provide that any person inducted or ordered to active duty under the authority of this Act and who fails to qualify for, or to accept, a commission or whose commission is terminated may be utilized in his professional capacity in an enlisted grade.

HR 8417—Retirement Benefits. This bill would make retirement benefits of the Army and Air Force Vitalization and Retirement Equalization Act of 1948 available to members of the Reserve components of the Army and Air Force and also to certain persons who rendered active Federal service during the Korean conflict after 26 June 1950.

S 3176—Reserve Service Credit. The bill would amend the Army and Air Force Vitalization and Requirement Equalization Act of 1948 to permit Reservists to receive credit for purpose of retirement for service as an appointed aviation cadet; a nurse; or dietitian or physical therapist appointed in the Air Force Medical Service.

AVIATION WORKSHOPS

Gain Headway Across The Country

As a means of furthering aviation education in American schools and colleges, Civil Air Patrol is expanding its National Aviation Education Workshop project this summer to offer nine local and regional workshops at universities across the country.

The enlarged program is an outgrowth of CAP's original National Aviation Education Workshop, inaugurated in 1952 at the University of Colorado to train elementary and secondary teachers in the field of general aviation. Since that time the workshop system for training teachers to instruct in aviation education has gained much headway.

The majority of some 300 teachers who have attended previous workshops are actively teaching aviation education in their respective schools. Others are acting as instructors in local Civil Air Patrol units. Even those instructors who are teaching seemingly unrelated subjects have found that aviation education can be integrated with their specialties.

Presently 200 high schools are offering aviation education courses as fully accredited electives. A Los Angeles high school has enrolled some 1,000 students in the aviation course and there is a long waiting list of students desiring to study aviation subjects.

To keep pace with this growing trend toward increased activity in the field of general education, high schools and colleges need more teachers who are qualified to instruct in the field of aviation education. Goal of the CAP workshop project is to provide a corps of qualified counselors who will be able to assist in the Patrol's nationwide program of aviation education for youth.

Summer sessions of the 1954 workshop project will range from two to six weeks. The National Aviation Education Workshop is scheduled July 22-Aug 25 at the Univ of Colorado. Over 300 teachers are expected to attend.

Schedule of local and regional workshops is as follows: Montana State Univ, June 14-July 2; Eastern Montana College of Education, June 28-July 16; Miami Univ of Ohio, June 28-July 23; Norwich Univ (Vt), July 1-Aug 12; Ohio Univ, July 12-19; State Teachers College of New York, July 19-30; Univ of Puerto Rico, June 14-July 16 (tentative date); Univ of Nebraska, June 12-July 30; and two jointly sponsored workshops to be offered by Long Beach and Los Angeles State colleges Aug 2-13 at Alameda Naval Air Station; and San Francisco State and San Jose colleges August 9-20 at San Mateo Junior College.

Workshop instructors will include teachers who have previously attended the CAP national workshop, AF ROTC instructors and others qualified to teach general aviation fundamentals. Lectures, field trips and first-hand aviation experiences will be available.

For the third consecutive year, Dr. Mervin K. Strickler, aviation educationist assigned by the Air Force to CAP's national headquarters in Washington, will direct the workshop at the Univ of Colorado.

There are no special curricular prerequisites for the national workshop. Any teacher who is certified by the appropriate county, state or other agency (one who holds a valid teaching certificate) may attend. The actual course content will be such that advance technical knowledge will not be necessary as a prerequisite. Four units of graduate or undergraduate credit will be given for satisfactory completion of the workshop.

While the majority of the teachers and CAP instructors who attend the workshop do so on scholarships given by their local CAP units, service or fraternal organizations, community business concerns and aviation interests, those who wish to attend at their own expense are welcome.

THE AIR RESERVIST

AIR FORCE RESERVE★AIR NATIONAL GUARD★AIR FORCE ROTC★CIVIL AIR PATROL★EXPLORERS, BSA

An official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post Office Bldg, Washington 25, DC

Maj C. R. Wyrosdick (AFRes), Editor

Thomas R. Lenahan, Associate Editor

Bureau of the Budget approval of this magazine given on 27 June 1952.

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Mitchel AF Base, NY.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Short Tour Policy For Wingmen Stated

Under a recently announced USA policy, Air Force Reserve personnel assigned to Reserve tactical, flying training, and combat support wings may participate in short tours of active duty for training only with their respective unit of assignment. This new policy is effective 1 July 1954 and authorizes these short tours only during the wing's summer encampment.

This changes a previous policy which allowed Reservists assigned to Reserve wings who were excused from attending their unit's summer encampment to placed subsequently on individual short tours for training.

It does not prohibit tours for school training for qualified Reservists who may attend Air University staff officer courses, Air Training Command refresher training courses, and courses offered by joint service schools such as the National Resources Conference.

Early Applications Sought From Doctors-Dentists

Physicians completing their internship in 1954 and dental students graduating in 1954 are advised to apply for Reserve commission in one of the military departments before the end of the internship or before graduation from dental school.

Applications for commissions as dental officers will be considered by the three military departments, and by the Navy and Air Force for physicians who desire active duty prior to September 1954. Those desiring active duty after September 1954 may submit applications to any of the three military departments.

Applicants for commissions in medical and dental services in the Air Force should apply to the following address for application forms and information: Surgeon General, Headquarters, U.S. Air Force, Washington 25, D.C.

DEADLY DUDLEY

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WHEN YOUR HAT'S IN THIS RING YOU'RE IN GOOD COMPANY. THIS ARMED FORCES DAY PLEDGE A LITTLE MORE TIME FOR YOUR COUNTRY—*JOIN THE RESERVES—AND BRING A FRIEND!*

COVER—Armed Forces Day, 15 May 1954, finds the U.S. with its greatest peacetime ground, naval and air strength. Today's Air National Guardsmen and Reservists are doing their part to help the nation carry out the slogan for the 1954 observance—**"Power For Peace."**



Cross Country Report

Capt Albert E. Prudence of the Cleveland Air Reserve Sq is the recipient of the George Washington Medal awarded by the Freedoms Foundation at Valley Forge, Pa. Captain Prudence was honored by the Foundation for a series of speeches on "The Red Threat to Freedom" which he delivered to civic and patriotic groups in Cleveland. Freedoms Foundation offers cash awards and George Washington Honor Medals annually to members of the armed forces for words and deeds which help bring about a better understanding of the American way of life. Captain Prudence is a WWII veteran now employed as a foreign news specialist for The Cleveland Press.

☆ ☆
Col Asa W. Candler, Atlanta attorney and civic leader, has been named commander of the city's Air Reserve Group. Active in Reserve activities since leaving active duty at the close of WWII, Colonel Candler has served as commander of the Atlanta Air Reserve Sq since January 1953. He was recently named as one of Atlanta's 100 outstanding future leaders.

☆ ☆
Fifteen Reservists assigned to Flight "D", Lenoir, NC, a unit of the Air Reserve Sq, Hickory, NC now boasts 100 percent enrollment in the Extension Course Institute. In addition to this splendid participation one member of the flight, 1st Lt Carroll M. Cloer, has acquired a total of 288 points so far for the current fiscal year not counting the 15 gratuitous points granted for membership in the Reserve.



Colonel Sheets decorates Lieutenant Heyl.

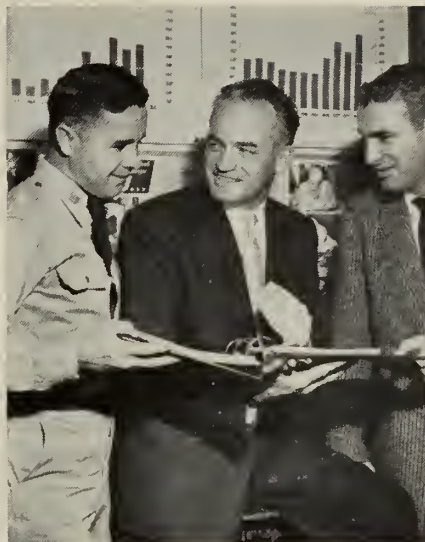
A proud Air Force father swore his son in the AF Reserve recently when Col Harry H. Culler, commander, AF Reserve Flying Training Center, Hensley Field, Tex, administered the oath to 18-year-old Harry Culler, Jr. Culler was the first Dallas area youth to take advantage of the new Reserve policy of enlisting non-prior service airmen in the 8708th Pilot Tng Wing. As a new Reservist, Airman Basic Culler was assigned to duty as an apprentice synthetic flight trainer operator. He is a sophomore majoring in physics at the Univ of Texas and a member of the AF ROTC detachment.

☆ ☆
Lt Col George F. Adams, Air Reservist assigned to the 349th Fighter-Bomber Wing, Hamilton AFB, Calif, recently became one of the few aviation medical examiners to be designated a flight surgeon while not on extended active duty with the Air Force. A San Francisco physician, Colonel Adams commands the 349th Medical Gp. The new designation, which permits the wearing of flight surgeon wings, indicates outstanding skills in aviation medicine. It also means Colonel Adams will participate as a crew member in Reserve training flights.

☆ ☆
The new commander of Civil Air Patrol's Texas wing is a double-eagle colonel. The silver insignia on his shoulders indicate his rank in the Army Reserves as well as his grade in CAP. He is Col George A. Brewer, a veteran of 30 years' service with the armed forces.

☆ ☆
A retired Air Force major general, Charles Lawrence, of Tucson, has been named commander of the Civil Air Patrol's Arizona wing. He succeeds Col Dines Nelson, who recently resigned the command post.

☆ ☆
1st Lt Frank G. Heyl, a Reserve pilot with the 64th Trp Carr Sq, Portland, Ore, has received the Commendation Ribbon for services performed in the Far East Air Forces with the 315th Trp Carr Sq. Col Robert W. Sheets, commander of the 403d Trp Carr Wg, decorated Lieutenant Heyl.



Senator Goldwater (C) studies AFRes regulations with M Sgt A. Phillips (L) and Captain Ackerman.

A concerted statewide, 30-day AFRes recruiting contest in Arizona has resulted in a Letter of Commendation for Capt Lee Ackerman, recruiting officer for the Phoenix Air Reserve Gp, and an all-expense paid vacation to Mexico for Capt George Gourley who signed up 15 Reservists. During the contest the unit's strength increased by 30 percent and listed among its new members U.S. Senator Barry Goldwater (Colonel, AFRes) who joined as a group staff adviser.

☆ ☆
Flight "A", Air Reserve Squadron, White Plains, NY, known as the Westchester Air Reserve Unit, has long maintained a fine reputation for the high caliber of its guest speakers. Recent speakers have included: Gen George Kenney, president of the Air Force Association; Brig Gen Robert Condon, ConAC; and Lt Gen George P. Hays, former Deputy High Commissioner in Germany. The United Nations controversial subject of Trieste has been well covered by both sides: in February, Mladen Soich, Deputy Director of the Yugoslavia Information Center, presented his country's viewpoint; and in March, Count Roberti, Counsellor to the Italian Delegation to the UN, spoke on the Italian position.

NO. 30-C 5/54-316,869

USAF Periodical 30-1

pictures of the month



The USAF flight safety award plaque is presented by ConAC Cmdr Lt Gen Leon W. Johnson (L) to Col J. W. Davidson, Cmdr of the 8708th Pilot Tng Wg, Hensley Field, Tex. The Reserve wing won the award for having flown 4,576 hours without accident during the period 1 January-30 June 1953. The ceremony at Hensley was attended by military and civilian leaders.



Special automobile plates like the one shown above are the latest in military identification for members of the Winston-Salem (NC) Air Reserve. One of the squadrons introduced the plates and now the idea is catching on throughout the group. Capt Herbert L. Speas, Jr., another who believes in advertising the Reserve, attaches the plate to his automobile.



Four airmen of the Kentucky Air National Guard's 123d Fighter-Bomber Wing, Standiford Field, Louisville, are awarded the Soldier's Medal for heroism displayed in rescue work when a civilian transport plane crashed on the field last fall. They are (L to R) MSgt H. A. Curtis, TSgt Walter Carter, TSgt Charles W. Simmons, and A1c J. D. Brown.



New basic airmen, enlisted in the Northwest's "Own" 403d Trp Carr Wg at Portland, Ore under the non-prior service policy of the AFRes, stand at attention during a close-order drill period. Majority of the young men are currently attending high schools in the Portland area. Flight leaders of the Reservists are (L to R) SSgt D. E. Shaffer and 2d Lt. Roderick J. Ray.

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THE AIR RESERVIST

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UNIVERSITY OF ILLINOIS



CAMPUS LEADERS LOOK TO THE SKY

see page 8

*Air University offers senior Reservists
Correspondence course enrollment at the*

AIR WAR COLLEGE

By Col Richard C. Weller, USAF

Deputy for Extension Courses, Air War College

EXTENSION COURSES hardly come under the heading of news to the Reservist, but when an extension course is elevated to the level of a War College it is not only news, but a challenge both to the command conducting the course and the student taking it.

Since 1946 the Air University, through the Air War College and the USAF Extension Course Institute at Gunter AFB, has offered to senior officers of the Air Force the Senior Officer Correspondence Course, popularly called the "Air War College Extension Course."

Generally, USAF officers of the grade of lieutenant colonel and higher, as well as comparable grades in the Army and Navy, are eligible.

The correspondence course is an outgrowth of the Air War College Resident Course which consists of a ten months' program covering political, social, economic and military studies on the higher levels of national policy.

Scope of course. To understand the scope of the Senior Officer Correspondence Course it is perhaps well to review briefly the AWC Resident Course.

The objective is to educate senior officers for high staff and command duty with major USAF command headquarters.

The AWC resident student spends ten months in an environment of lectures, seminars and individual study. The curriculum is one in which political, economic and military factors pertaining to national objectives have been integrated. The "three phases" cover *international relations, command and employment of military forces and global strategy.*

Naturally, many modifications were necessary in orienting such a course to the varied needs of the Reservist. For example, the advantages of seminar study and group solutions common to the resident course have had to give way to individual study; classified material could not be disseminated through the

mail—and, finally, the guest lecturers could not be brought to the Reservist.

Despite these handicaps, the five-volume program of the Air War College Extension Course faithfully clings to the objectives of the resident course and provides the senior Reservist with an opportunity for serious study.

What is the course about? Titles to the volumes are as follows:

Volume I—*Nature of Conflict.*

Volume II—*Command and Employment of Military Forces.*

Volume III—*The Current World Conflict.*

Volume IV—*War Planning, Programming and Related Air Force Problems.*

Volume V—*Research Paper on Air Power.*

The Nature of Conflict is a study of the basic and underlying causes of conflict among nations. It lays a foundation for the succeeding volumes through an examination of the foundations of national power and the instruments of power that nations use in pursuit of national objectives. Credit—150 hours' extension-course work.

Command and Employment of Military Forces consists of five parts, each part issued separately, deals with allied strategy during WWII; problems of the allied high command, WWII; problems in the doctrine of unified command; air doctrinal comparisons, USAF—U.S. Navy; and air doctrine in the Korean conflict. Credit—150 hours' extension-course work.

The Current World Conflict, Volume III, is a comprehensive strategic estimate, climaxed by a statement of the course of action the U.S. should follow in the struggle against communism. Credit—150 hours' extension-course work.

War Planning, Programming and Related Air Force Problems poses the requirement of drafting a joint outline war-plan, programming factors in war-planning and problems of command

organization and the basis for an Air Force structure. Credit—150 hours' extension-course work.

Volume V is a single thesis requirement on selected subjects concerning the development of air power. Credit—150 hours' extension-course work.

Perhaps the most interesting feature of the course is that there are no school-solutions, no absolutes in terms of right or wrong answers. It is a course that endeavors to sponsor creative thinking. There are standards which follow those normally expected of a graduate student in any recognized college or university. In short, it means well-written, logical and soundly documented papers.

Should you take the course? This depends upon how much time you can devote to work of this kind. For background, there is an intensive reading program, a selected bibliography evolved by exhaustive study on the part of the best educational facilities of the Air Univ. Serious articles of economic, political and military significance in the daily newspapers, news-telecasts, and serious magazine articles all constitute part of the materials. Each volume contains a complete statement of a problem and is accompanied by selected lectures given at the AWC and reproduced for your study. In addition to the above, students draw heavily upon their own experience in composing their solutions.

Learn and contribute. If you have thought of possible ways in which allied strategy in WWII might have been improved; if you have wondered about the effectiveness of national policy in its struggle against communism; if you have convictions about the practicability of NATO and the European Defense Community; if you believe you have some comprehension of air power and its relation to other services; if you feel you understand the principle of air power, its mode of operation and those factors affecting its capability and limitation, then the Air War College Extension Course is for you. You can learn, but more important, you can contribute.

There is little doubt that military men today are faced with far more perplexing problems of national security than ever before in history. The fundamentals of training as we knew it in the past must continue, but thinking must be directed toward tomorrow. In our limited way we are all seeking the answer to these problems of peace and war, and the AWC Extension Course seeks to provide a vehicle for the senior Reservist to continue his efforts to serve on a level suited to his rank and experience.



THE REAL TEST of American defense in the next decade might not be whether the U.S. can deliver the deadliest bombs or supply its troops with the most modern equipment. It might be whether its Reserve Forces are adequately trained and available, if global war breaks out, to fill the immediate mobilization requirements that lie beyond the capabilities of the Regular military services.

The task of producing a stable, strong Reserve, and keeping it in an adequate state of readiness, necessitates long-range planning. The job continues to demand urgent and serious consideration by designated officials of the three services. It requires a blueprint for preparedness.

Who formulates the policies and makes recommendations for training and equipping the Reserve Forces, the planning for which is done by the Joint Chiefs and their subordinates?

Charged with this responsibility of advising and recommending is the Reserve Forces Policy Board, the principal policy adviser to the Secretary of Defense on matters pertaining to the Reserve components of the Army, Navy and Air Force. The Secretary of Defense resolves problems common to the various Reserve components and develops common policies, but he must be advised on these matters by competent, experienced officers representing all components of the several military services.

The Reserve Forces Policy Board is one major source from which the Secretary receives coordinated recommen-

dations, suggested policies and current data on the status of the Reserve components. A joint body representing all components of all services, the board continues an exhaustive exploration of ways and means to bring Reserve units to effective strength with the kind of men to improve administration and operation of the Reserve.

The closest possible integration of the Reserve Forces with the Regular services is an objective of all three military departments. The RFPB has provided assistance in approaching this goal. Many of its recommendations have been adopted by the Secretary and implemented through directives to the military departments.

The board membership consists of (1) a civilian chairman appointed by the Secretary of Defense; (2) the Secretary, Under Secretary or an Assistant Secretary of each military department; (3) one Regular officer from each military department designated by the appropriate Secretary; (4) four Reserve officers of the Army, including two members of the National Guard of the U.S. and two of the Army Reserve; (5) four Reserve officers of the Navy, including two members of the Naval Reserve and two members of the Marine Corps Reserve. When the Coast Guard is not operating as a service in the Navy, the Secretary of the Treasury may designate a Regular or Reserve officer of the Coast Guard (non-voting) to serve with the board; (6) four officers of the Air Reserve Forces, including two members of the Air National Guard of the U.S. and two members of AFRes; and

(7) a Reserve officer of general or flag grade who acts as military adviser to the chairman and also serves as executive officer of the board without vote.

Usually, the board meets six to eight times annually with a voting membership of 18, plus the chairman who may vote to break ties. In carrying out its assigned responsibilities, the board develops overall policies, scrutinizes legislation that affects the Reserve Forces, and keeps itself informed as to all policies, plans and programs pertaining to the Reserve components of the several services.

The complete Reserve programs of the military departments are presented before the board at least semiannually in order to keep the members informed of the degree to which approved policies are producing the results intended and to call to the attention of the board any newly emerging policy questions which require its consideration.

The RFPB was originally set up by administrative action, but since 1 Jan 53 has been established in accordance with the provisions of the Armed Forces Reserve Act of 1952. As designated by law, the board reports to the Secretary of Defense through the Asst Secretary for Manpower and Personnel.

Progress report. Some of the current findings and recommendations of the board, summarized in the semi-annual report for the first half of FY54, are:

"Various studies, directed toward increasing the effectiveness of the Reserve Forces, are undergoing evaluation at this time. Among these are the most recent report of the National Security Training Commission, the report of the Appley Committee on Manpower Resources for National Security, and a study initiated by the staff of the RFPB. The latter study stems from a codification of existing Reserve policies which was recently accomplished at the direction of the board with a view to identifying areas wherein new statements of policy are needed. The board has these several reports and studies under active consideration and will make timely recommendations concerning them."

To be effective, the Reserve Forces must be in their maximum state of readiness before, not after, any foreseeable national emergency. The objective of the policies and programs established by Congress and the Dept of Defense is to develop such a state of readiness.

The Reserve Forces Policy Board renders major assistance in this effort.

RESERVE PANORAMA

Training opportunities have increased during the past 24 months for the nation's 250,000 Reserve officers and airmen not in active military service. Here is a summary of the current AFRes training picture reflecting the growth

MOBILIZATION ASSIGNEE



A Mobilization Assignee is scheduled for 25 training periods annually. He is authorized pay for 12 of the 24 drills and, normally, accomplishes active duty training with the unit of assignment. Rated Assignees may be attached to their nearest USAF base for flying. They are authorized to fly any type local base aircraft in which they may be qualified.

Mobilization Assignees are eligible for inactive duty training pay and authorized active duty training. Being a member of the Standby Reserve does not affect the Assignee's eligibility for pay.

At the present time, 3,478 officers (3,320 Ready and 158 Standby Reservists) are filling Mobilization Assignee positions. Only 225 airmen are Mobilization Assignees. A total of 1,568 airmen positions are authorized.

MOBILIZATION DESIGNEE



A RESERVIST holding either Ready or Standby Reserve status is eligible to apply for a mobilization designation position. He must be professionally

qualified and, after being assigned, is required to accrue a minimum of 30 points annually. This includes the 15 gratuitous points granted annually.

A Mobilization Designee is not eligible for inactive duty training pay. However, he is eligible for an annual active duty training tour.

Mobilization Designee vacancies exist within all major air commands.

A total of 9,658 mobilization designation positions is authorized Air Force-wide, including 8,131 for officers and 1,527 for airmen.

INACTIVE STATUS LIST



RESERVISTS who are unable to or do not desire to participate further; have completed any obligated Reserve service required of them by law or regulation; are qualified for Standby Reserve status; and whose continued retention as Reserves of the Air Force is determined to be in the best interest of the Air Force may be assigned to this section.

FLYING WINGS



PERHAPS THE AF Reserve's flying wings best illustrate the noticeable forward strides made by this component of the Reserve Forces during the comparatively brief two-year period concluded this month.

Only 24 months ago, the Reserve's reorganized 23 flying wings had no organizational aircraft. To date, over 400 have been delivered to these units.

During this two-year period, Reserve wing manpower also has experienced a definite upswing. At this writing, over 11,000 Reservists are assigned to flying wings. This number includes approximately 4,200 officers and 6,800 airmen. About 1,800 of the officers are pilots.

The 23 flying wings are organized in accordance with Tables of Organization and Tables of Distribution used by "like-type" wings in the active air establishment. They include six fighter-bomber, nine troop-carrier, two tactical-reconnaissance and six pilot-training wings.

"Afftraks". The wings are located at AF Reserve Combat Training and Flying Training Centers, popularly known as "afftraks." These AFRCTS and AFRFTCs are situated near such Reserve population concentrations as Boston, New York, Buffalo, Wilmington (Del), Cincinnati, Pittsburgh, Portland (Ore), Kansas City, Chicago, Indianapolis, Miami, San Francisco, Los Angeles, Detroit, Minneapolis, Milwaukee, Atlanta, St. Louis, San Antonio, Houston, Dallas, Brooklyn and Memphis.

In general, Reserve troop-carrier wings have been provided with C-46 aircraft and multi-engine pilot-training wings have been provided with new C-45 aircraft. Fighter-bomber, single-engine pilot-training and tactical-reconnaissance wings have received T-6, T-28, F-51 and B-26 propeller-type aircraft, and T-33 and F-80 jet types.

During the last 12-month period, these pilots have logged over 100,000 flying hours.

Present plans have programmed for the future activation of seven additional flying wings, eventually giving the Reserve a total of 30 such organizations.

While ConAC is responsible for the training of these Air Reserve units, each Reserve wing has been earmarked for assignment in event of mobilization to a major air command, commonly known as "the gaining command." Tactical Air Command presently is the gaining command for Reserve troop-carrier, fighter-bomber and tactical-recon wings. Reserve pilot-training wings are tabbed for mobilization assignment to Air Training Command.

RESERVE CENTERS



THE LARGEST element of the AF Reserve from the standpoint of training program participants is composed of Air Reserve Groups and Squadrons. There are 98 groups and 491 squadrons throughout the country. Their total manning complement is approximately 30,000 officers and 8,000 airmen.

This is also the newest of the Reserve training program elements in that it replaced the former Volunteer Air Reserve Training Unit (VARTU) and Specialist Training Center (STC) elements only a few months ago.

More than half of these groups and their organizational squadrons are located at 50 recently organized Air Reserve Centers located in populous cities throughout the country. Additional Air Reserve Centers are programmed for organization in the future.

Reservists assigned to Air Reserve units conducting general-type training are required to earn 15 points per year, 12 of which must be earned by attendance at unit training periods.

Those assigned to Air Reserve units conducting specialized-type training take

technical instruction courses in selected career fields to maintain previously acquired AF skills and to learn new skills within their respective fields which have been necessitated by new AF developments. Reservists enrolled in specialized training must attend a minimum of five training periods per quarter.

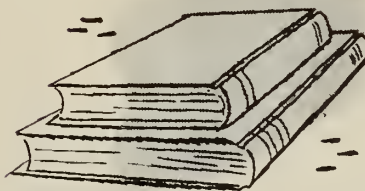
Progressive step. Adjudged by many to be one of the most progressive steps evolved within the AF Reserve in the last two years, the Air Reserve Center program offers to Reservists improved training curricula and training aids, more suitable training facilities, and broadened administrative and technical support by assigned Regular AF personnel.

Members of Air Reserve units are authorized training designations to major air commands and annual 15-day active duty tours with these commands. Also authorized are short and special tours in support of Air Force projects and activities, and to attend AF schools and refresher courses.

Since organization of initial Air Reserve Centers in April, increase in the number of Reservists affiliating with Air Reserve units has been appreciable.

Major benefits will accrue to those Reservists currently assigned to the Non-Affiliated Reserve Section (NARS) and the Ineligible Status List Section (ISLRS). The proximity of Air Reserve Centers to these members will make unit affiliation and training more attractive to them. The Centers will provide Reservists who remain in NARS a nearby authoritative source of Reserve information.

SCHOOLS



MANY OPPORTUNITIES are provided to Reservists annually to enroll in Air Force school courses. Some are resident courses, others are the correspondence type. Purpose of these courses is to maintain individual proficiency in acquired military skills and foster the attainment of new proficiencies necessi-

tated by progressive USAF developments.

Reservists are authorized school tours of active duty to attend residence courses. Length of these courses ranges from two to 10 weeks. Usually they are conducted at Air Training Command schools or the Air University.

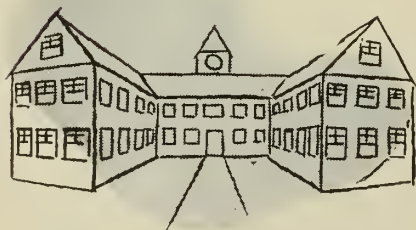
Correspondence-type courses are also available to Reservists from the Air University's Extension Course Institute. These courses are closely patterned after those conducted at resident USAF schools.

Currently, 40,647 of the total 88,799 students enrolled in ECI are Reservists. Of the remainder, 4,009 are Air Guardsmen, 2,554 are Civil Air Patrol senior officers, and 37,061 are Regular Air Force members. They are studying subjects ranging from special services to radiological defense. Four general and 55 special education courses are offered.

Although some ECI courses carry special eligibility requirements, the courses are generally available to all officers and enlisted men of any component of the armed forces; Regular or Reserve; to senior members of Civil Air Patrol; and to some civilians employed by the Air Force. The courses are free and may be mailed to students throughout the world. When a student completes a course he is allowed to keep the course volumes.

To enroll, the Reservist not on active duty should make application for desired courses to the unit maintaining his field personnel file. The unit will verify the individual's status by indorsing the application to ECI. Air Guardsmen should apply to the State Adjutant General through their unit commander.

AF ROTC



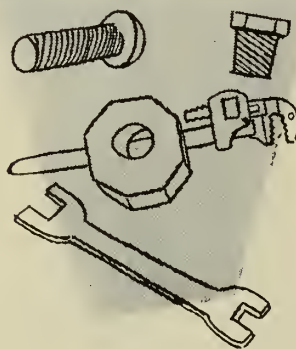
MORE THAN 125,000 young men enrolled in the Air Force Reserve Officer Training Corps last fall at 207 colleges and universities across the

nation, and in Hawaii and Puerto Rico.

The total enrollment for the school year now ending consists of 52,000 freshmen, 41,000 sophomores, 14,000 juniors and 18,000 seniors.

Today AF ROTC is recognized as the principal source of new Reserve officers. Through its program, AF ROTC provides a steady, balanced flow into AFRes of college-educated junior officers qualified to meet an appreciable number of aircrew (pilot and observer), scientific-technical and administrative needs.

COMBAT SUPPORT WINGS



DURING THE past 24 months, two Reserve combat support wings have been activated. Better known, perhaps, as "air depot wings," the mission of these non-flying wings is to support logistically flying units and provide advance echelon aircraft maintenance to flying units.

The Reserve's two combat support wings are located at AF Reserve Combat Support Training Centers located in New York City and Long Beach, Calif., near Los Angeles. As in the case of AFRCTCs and AFRFTCs, these AFRCSTCs are staffed by active duty Air Force personnel assigned to ConAC who provide the wings with the necessary training supervision and maintenance and administrative support.

Reserve combat support wings are manned by Reservists qualified for engineering, materiel and administrative duties. Their overall manning complement has grown to approximately 700. Four hundred of these Reservists are airmen.

Officers and airmen assigned to combat-support wings annually participate in at least 48 inactive duty training periods, plus a 15-day tour of active duty training as do members of flying wings.

AIR RESERVIST MAGAZINE



THE AIR RESERVIST is designed to give up-to-date official information on Air Force Reserve activities and policies with special emphasis on how these things concern the individual member of the Reserve Forces.

About 320,000 copies of the publication are printed monthly for distribution to members of the Air Force Reserve and Air National Guard not in active military service. Copies are also furnished in bulk shipments to AF ROTC units, Civil Air Patrol units and Boy Scouts of America regional offices for the Explorer program.

Editorial offices are maintained in Washington, DC, at the seat of government in order that the broadest possible coverage of Reserve Forces activities may be contained in the magazine.

During the past two years, the magazine's format has been changed to present Reserve Forces' news in the style of current commercial news magazines. Distribution is handled identical to the latter. Individually addressed copies are mailed from the printing plant to each Reservist.

CONSTRUCTION

Over 18 million dollars of public works funds has been released in FY54 for construction of AFRes flying facilities at a dozen airfields.

New construction includes land clearing, warehousing, airfield pavements, fuel storage tanks, utilities, hangars, administrative and training facilities.

RECORDS CENTER

A noteworthy event from the standpoint of the individual Reservist was the establishment of the Air Reserve Records Center at Denver, Colo.

ARRC is the repository of all master personnel records of Reservists not in the active military service and is respon-

sible for the administration of all non-affiliated Reservists.

ARRC also maintains a central locator card file on all Reservists and distributes Reserve publications to Reservists not on extended active duty with the Air Force.

INELIGIBLE RESERVE

Reservists who have failed to meet minimum participation requirements or who are medically or professionally disqualified are placed in this section.

Normally, if these individuals do not qualify for and apply for a higher rating category within one year, they will, if qualified, be placed on the Inactive Status List or the USAF Reserve Retired List or be subject to separation from the Air Force Reserve provided they do not have further obligated service under the Universal Military Training and Service Act. Reservists assigned to the Ineligible Reserve Section are authorized no annual active or inactive duty training but may

Mailing Unit Now Located In Denver

The Unit which prepares mailing labels for distribution of The AIR RESERVIST magazine to individuals of the Air Force Reserve and to units and organizations will, effective 1 July 54, be relocated from Mitchell AFB, NY, to the Air Reserve Records Center in Denver, Colo. Effective with this June 1954 issue, all changes of address from members of the Air Force Reserve or Air Force units and requests for this publication should be addressed to The AIR RESERVIST, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

have Ready or Standby status. They may also be assigned any of the required availability codes.

NON-AFFILIATED RESERVE SECTION

Approximately 48,000 officers and 42,000 airmen are assigned to the Non-Affiliated Reserve Section of the AF Reserve. These Reservists do not participate in Reserve unit training programs, but satisfy minimum Reserve retention standards through enrollment in AF correspondence training courses. A large number of these Reservists reside in rural areas remote from the nearest AF Reserve unit.

RESERVE RETIRED

Reservists whose names have been placed on the USAF Reserve Retired List are assigned to this section. Eligibility for placement on the list is generally restricted to Reservists of long service or those who have incurred physical disability incident to active duty.

Training Categories of the Air Force Reserve

Training Category	Program Element and Type of Training	Status	*Availability Classification Code Required	Annual Paid Drills	Participation Requirements
A	Combat Wings and Units Combat Support Wings and Units Flying Training Wings or Units (Unit)	6 Wings Ready Remainder Ready or Standby	AA or I	48 Drills with pay	8 Drills per quarter and 15 days AD per year
B-1	Air Reserve Unit (Individual Specialized Training in Units)	Ready or Standby	AA or I	24 Drills with pay	5 Drills per quarter; 15 days AD/year
B-2	Air Reserve Unit (Individual Specialized Training in Units)	Ready or Standby	I, II or III	None	5 Drills per quarter **
C	Mobilization Assignees (MOARS) (Individual Training)	Ready or Standby	AA or I	12 Drills with pay	5 Drills/quarter; 15 days AD/yr
D	Air Reserve Units (Individual General Training in Units) Mobilization Designees (Individual Training)	Ready or Standby	AA, I, II or III	None	15 Drills per year **
E	This Training Category Not Used				
F	Non-Affiliated Reserve Section (NARS) (Individual Training)	Ready or Standby	AA, I, II III or IV	None	Accrue 30 points per year
G	Ineligible Reserve Section (IRS) (No Training)	Ready or Standby	Any Code	None	None

* Period of delay individual requires from the time he is called to active duty and his date of reporting. Delay may range from not more than 30 days for Code AA to a maximum of 365 days for Codes III and IV.

** 15 days AD annually not required but is authorized subject to availability of funds.



AF ROTC CADETS

1954 Style

Starting in 1946, AF ROTC units now are located in 188 colleges across the nation and are recognized as the main source of future USAF officers. Here is a story of the growth of a typical unit with a report on the key role in campus affairs played today by tomorrow's Air leaders.

By Capt William Bender, Jr. (AFRes)

THE UNIVERSITY OF MICHIGAN has a tradition of accomplishment. In sports, research and general education achievement, it constantly ranks with the top schools in the country.

When the Air Force ROTC activated Detachment #20 (later redesignated #390) on the campus in 1946, the university became the first (and still the only) school in the state to offer Reserve training in all three branches of the service. But there, at least as far as Detachment #390 was concerned, the tradition of superlatives came to a screeching halt.

Three-ninety was little. Its two-score cadets seemed inconsequential in a school of some 18,000 students. Six days each year they helped raise the flag at home football games in the biggest college stadium in the country. For the other 359 days, not many people knew they were around. Even in patriotic-day parades, the scant column of the Air Force unit was sometimes mistaken for an honorary society.

There has been a change. "But," says Col William L. Todd, professor of Air Science, in a remarkable understatement, "today things have changed."

Colonel Todd received command of the unit shortly before the outbreak in Korea. Since then, things indeed have changed. The enrollment shot upward to a top of 1,100 men and began developing a waiting list of sub-freshmen. Even in the present school year, with its AF ROTC cadets fully aware of the emphasis on flying training and the stringent competition for the limited number of Air Force commissions available upon graduation, the USAF unit is 800 strong. More than 80 percent of this year's commissioned graduates will enter flying training.

This becomes especially significant when it is realized that the university does not require students to enter military training.

There are other achievements worth noting in #390's development into the biggest military organization on the campus. Somewhere along the line, the unit decided it would march better with a band. So one was organized. With 65 pieces, it is the largest band in AF ROTC circles and one of the biggest in the entire Air Force.

For the past two years, the AF ROTC band at Michigan has been directed by Cadet Capt John Dudd, a graduate student in the school of music. The band members perform at parades, drills, commissioning exercises and public functions. They have their own march song written and ded-

icated to the unit by Cadet Jerry Bilik, music school major. Each Christmas, they make an evening tour of the campus playing carols for the other 18,000 students. Meanwhile, the band members find time to make goodwill appearances at nearby high schools, and have broadcast two special concerts over the university radio stations WUOM-WFUM and a 12-station Michigan hookup.

The Cadet Choir, more recently organized by other musically minded cadets, has also made a name for itself and its unit. The choir, too, has appeared on radio broadcasts and at a veterans hospital in the community.

A sports program was ready-made for the Wolverine cadets in their own varsity teams, and they took full advantage of it. If you followed Big Ten football last season, you saw Detachment #390 write gridiron history Saturday after Saturday.

Of Michigan's first string eleven, eight men are cadets in the AF ROTC. These include the team captain, Dick O'Shaughnessey, and Branoff, Balzheiser, Baldacci and Kress, the entire Univ of Michigan starting backfield. In all, 45 members of the 60-man varsity team are Air Force cadets.

There is equally good representation in all other major sports. And in hockey, the goalie for Michigan NCAA cham-



President Harlan Hatcher of the University of Michigan and Col William L. Todd, Professor of Air Science, confer on Air Force ROTC matters.



As part of his AF ROTC training Cadet Lieutenant Stanley Seiffert chats with the Air Force short wave operator of Station CS3AC in the Azores.

ionship teams in 1952 and 1953 was Cadet Lt Col Cadet William J. Ikola.

"Military" activities get their share of attention, too. The top individual award in the last William R. Hearst national

ROTC rifle competi-

tion went to Michi-

gan's AF ROTC Ca-

det Rhody Norn-

berg.

The cadets have

taken a prominent

lead in campus activi-

ties. Despite some

of the strongest com-

petition on any col-

lege campus, the

president of the Sen-

ior Class, president

of Interfraternity

Council and the

president of the Stu-

dent Legislature are

all, at this writing, cadets in Detachment #390.

Knowing they have a top AF ROTC outfit, the cadets

have not been reluctant to present information about their

unit to anyone who will listen. Broadcasts by the band and

chorus have been mentioned. In addition, cadet classroom

work has been featured on local television programs.

Groups of seniors have appeared on TV to demonstrate

Joint TAC Air Control problems with model layouts

prepared for their Air Science classes. Other cadets have

made scale models of all operational aircraft, and one

group presented a large mock-up of a B-52 bomber base,

with a comprehensive description of the facilities, services,

and logistic support required to maintain the wing.

EDITOR'S NOTE: Capt William Bender, Jr, the author of this story, is the script editor of the University of Michigan's Broadcasting Service and a Mobilization Assignee attached to AF ROTC Detachment #390. During the Korean War, Captain Bender served as officer-in-charge of radio combat reporters in Far East Air Forces.

On a national scale, Michigan cadets were the first AF ROTC unit to speak on the Air Force's "Serenade in Blue" broadcasts which are aired by more than 2,000 radio stations in the U.S. and overseas. On half a dozen different shows, they plugged their reasons for entering the flying training program and urged others to follow suit.

Yes, Michigan's AF ROTC, which started as the "baby" of the services eight years ago, has "grown up." Perhaps the best illustration of its present bigness occurred at a recent Armed Forces Day parade through the city of Ann Arbor. City and county officials, university representatives, and the commanders of the Army, Navy and Air Force ROTC units were grouped on the reviewing stand.

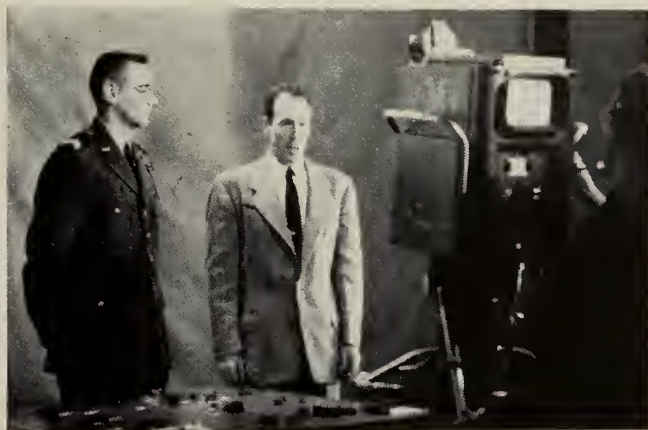
The parade marshal and his staff drove past in glittering convertibles. Patriotic organizations, high school bands, National Guardsmen, and other units paraded by. Then, striking the turn onto the main street with trim precision, came the AF ROTC band. All 65 pieces dressed for the straight-away and cut loose with the "Air Force Song."

Came then the cadet staff . . . came Group One . . . Group Two . . . came Groups Three and Four. Still the end was not in sight.

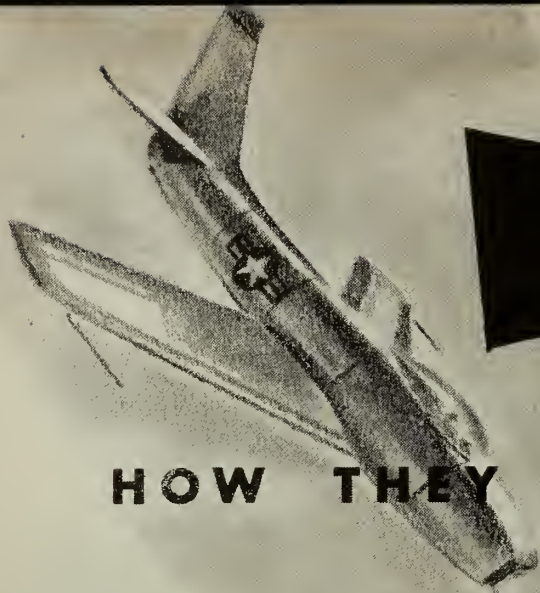
An elbow nudged Colonel Todd surreptitiously. Another university official glanced suspiciously at the PAS. "Todd," he accused heavily, "It's beginning to look to me like you're running them through here twice!"

As far as eye could see, the entire line of march was a solid mass of Air Force blue.

COVER—Typical of outstanding AF ROTC cadets who are leaders on the campus of colleges and universities across the nation is Cadet Colonel Joseph G. Yope of the Univ of Michigan. He is in the upper 5% of his class in mechanical engineering and is a Distinguished AF ROTC student. Cadet Yope has received the Military Engineers Medal for outstanding academic and military achievement and has been selected for USAF flight training.



Cadet Major Howard Thiele demonstrates over a local TV station a model "TAC Air Control" problem as used in the University's AF ROTC program.



SONIC BOOMS

HOW THEY WORK

THE NEXT TIME a jet plane is seen streaking across the sky, the odds are less than one in a hundred that the pilot is out to break the sound barrier. But if he should make a straight dive through the barrier, people on the ground hearing the resultant "sonic boom" would undoubtedly know about it.

Why? Because they would have just heard a noise similar to that heard by an observer some distance away from the firing of a cannon. Under certain exceptional conditions the boom may have produced some physical effect of a bomb blast.

With good reason, the Air Force is concerned about this phenomenon of the sonic boom. It is a problem that has to be reckoned with. One report from an alarmed resident or agitated listener can precipitate a growing ground swell of dissatisfaction in areas where jet activity is concentrated.

AF heeds warning. The Air Force is not ignoring this threat. Officials realize that it may not necessarily be an AF pilot who has caused a reported disturbance, it could have been a civilian test pilot or the plane might have been flown by one of the other services. Nonetheless, the public associates jet aircraft with the AF.

To combat the not-too-remote possibility of public dissatisfaction, the AF is doing something about the problem of keeping the noise away from the populace. Jet pilots are warned to abstain from diving aircraft over populated areas. Close command supervision is exercised over all jet flights.

A sonic "buzz" job can create newspaper headlines. It is bad public relations for both aviation and the Air Force, irrespective of whether the re-

porter makes an honest effort to explain the cause and effect of the sonic boom. This phenomenon can be caused intentionally or it can be generated unexpectedly under certain flight conditions. A pressure field builds up around the aircraft (at Mach 1.0) making it impossible to maintain steady flight at this speed.

At this point a shock wave is produced by the rapid compressing of air. The passage of this shock wave is heard as the "sonic boom." What should be understood here is that sound is an air-pressure wave vibrating in the frequency range to which the human ear is sensitive. These high-pressure shock waves formed around the plane are propagated outward from it and are heard as sound.

Travel of sound. The sound's direction of travel can generally be aimed at a ground target by the pilot aiming his aircraft while he produces this effect. The sound will travel from the aircraft to the ground usually in a straight line. Deflection of the sound has been noted in extreme instances when heavy air was encountered near the earth's surface.

Charges have been leveled that "sonic boom" causes structural damage to buildings. Thorough investigations have revealed that very little damage has been attributed to the "sonic boom."

Most reports of sonic booms have emanated from areas where F-86s are being operated by personnel of test centers and where practice intercepts have been made in Operational Readiness Inspection exercises. It is widely known that F-86s can enter the barrier more easily than can other operational fighters, to date.

But with breathtaking technological advances bringing about increasing air speeds and higher level flight, the Air

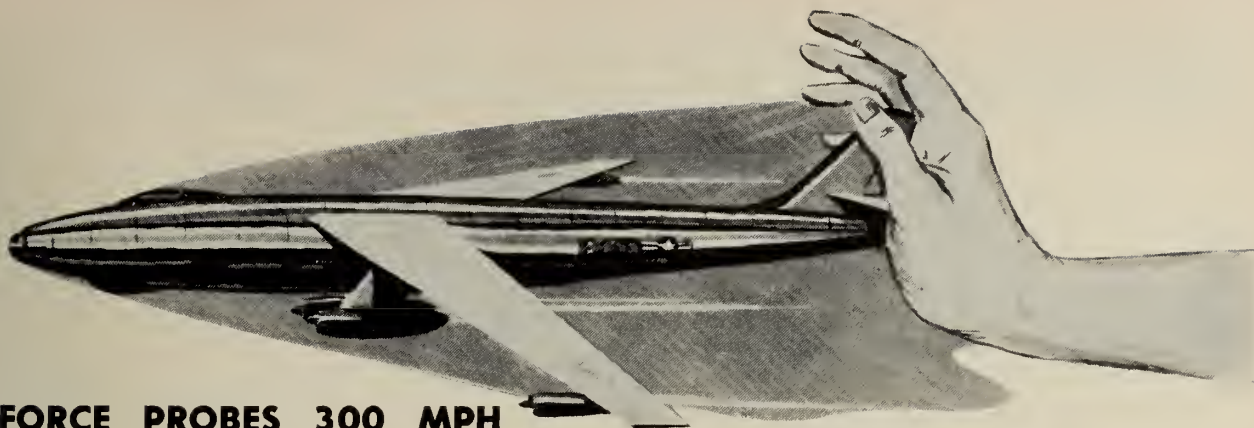
Force is concerned about the boom phenomenon not only in the case of F-86s, but because new jet aircraft can skim through the barrier in straight and level flight.

Aside from the bomb-like noise from the sonic boom, there is the noise of "loudness" of the jet engine itself which comes under the heading of public complaints. The jet engine is actually a siren rotating paddles that modulate an air stream. To tackle the problem, the only real solution is to eliminate the noise at its source. Acousticians, working in conjunction with the AF and other government agencies, will not say with any assurance that the problem can be solved, but they insist that not enough is known about jet noise today to say that it cannot be solved. These acousticians and their collaborators from the other sciences are attacking the jet stream itself.

Break the wake. Several physicists are approaching the problem like this: Because much of the turbulence is due to the high differential between the speed of the exhaust from the jet and that of surrounding air, one should try to taper the jet exhaust so that the speed of the stream at its periphery equals the speed of the plane. As a result there will be considerably less turbulence where the two volumes of air meet. Also an attempt is being made to break up the vortices in the wake, thus reducing the scale of the turbulence.

These possibilities are being explored both in England and in the U.S., with full-scale tests already underway at Rolls-Royce. One method, featuring "teeth" placed around the rim of the tailpipe and extending parallel to and into the jet stream, apparently is working out quite well in reducing low-frequency jet noise.

So there is indeed hope that the problem of noise can be licked despite seemingly overwhelming obstacles. This will take time. Estimates for the development of a truly quiet engine run from 5 to 15 years.



AIR FORCE PROBES 300 MPH

JET STREAM

*'Built-in tailwind' helps USAF and
Commercial pilots flying west to east*

THE "JET STREAM," an air current that ranges over the northern hemisphere at altitudes between 30,000 and 60,000 feet, and sometimes reaches speeds of 300 miles per hour, is being studied intensively by the Air Force.

Since definite evidence of the jet stream was established in 1947, USAF and commercial airlines have been interested in finding more about this horizontal escalator in the sky that can boost a plane along at a greatly increased speed.

The Air Research and Development Command, with cooperation from the Strategic Air Command, has established two points for research flights into the jet stream at MacDill AFB and the AF Missile Test Center at Patrick AFB, Fla. A B-47 bomber is used at MacDill AFB, Tampa, Fla., while a B-29 is stationed at the AF Missile Test Center on Florida's east coast. "Project Jet Stream" is being conducted under the immediate supervision of scientists from the Geophysics Research Directorate of the AF Cambridge Research Center.

Super tailwind. ARDC scientists agree that the jet stream is capable of speeds up to 300 mph, which will be of considerable aid to both military and commercial planes that can take advantage of this super tailwind in traveling from west to east.

There is also danger involved should an aircraft unknowingly enter the stream in the opposite direction. Unless it is a very powerful aircraft there is a possibility that it will stand still, or even move backward, when gripped by the gigantic power of the jet stream.

Now in its early stages, "Project Jet Stream" is expected to furnish much more information to the scientists by the time all flights have been completed and data have been compiled and studied.

During his recent coast-to-coast flight which set a new record, Col Willard Millikan utilized the jet stream.

One branch of the jet stream, with winds of 115 mph, has been recorded at an altitude of 30,000 feet over northern Honshu by Far East Air Forces pilots on high-altitude training missions. Another stream at 35,000 feet was noted with winds of 173 mph south of Kyushu between Japan and Okinawa.

Tokyo Weather Central of the 1st Weather Wing also has been studying the stream over Japan and South Korea, and its possible application to FEAF operations.

To gather data on the jet stream, two RB-36s of the Strategic Air Command recently flew from Yokota Air Installation near Tokyo to Limestone AFB, Maine, and then back to their home station at Travis AFB, Calif.

The U.S. Air Force and American commercial airlines have established projects for extensive upper air analyses and are working in close conjunction to obtain additional specific, detailed information on the stream.

Though it probably has been blowing since the earth was born, the jet stream wasn't "discovered" until U.S. Air Force bombers encountered it high over the islands of Japan during WWII. Since then considerable knowledge has been obtained about the Pacific phase of this great river of high speed air.

Meteorologists in the Far East have been in the forefront of this research, leading to remarkably accurate long-range forecasting of the location and velocity of the stream. Combining this with special navigational and operating techniques, Pan American Airways has become the first airline in the world to utilize the jet stream for regular scheduled commercial flights.

A few weeks ago, one of Pan American's Stratocruisers used the jet stream to make the Tokyo-Honolulu run in 9 hr. 18 min. This cut almost in half the normal time (17 hours) it takes to make the regular run by Wake Island.

The Stratocruiser making the non-stop Tokyo-Honolulu flight had an average ground speed of 422 mph with 122 mph being attributed to the helpful jet stream.

Saves gas. Pan American officials say that with a plane availing itself of the stream, almost 2,200 gallons of gasoline are saved en route from Tokyo to Honolulu.

To capitalize on nature's assistance during west-to-east flights, Pan American meteorologists in Japan plot the course of the stream and calculate just how much help can be expected from the tailwind.

The more help anticipated from the jet stream, the more the payload put aboard in Tokyo.

The airplane's pilot is given the proper heading to fly and climbs into the stream at about 17,000 feet.

Though usually strongest over the North Pacific, the powerful stream blows around the earth, changing drastically the flying time from point to point.

Short Bursts

Points For Medical Meeting

Reserve retirement point credits may be earned by Reserve Medical Corps officers on inactive duty who attend the sessions of the Section on Military Medicine during the annual meeting of the American Medical Association, 23-25 June 1954, San Francisco. This authorization covers eligible physicians who are Medical Corps officers of the U.S. Army, Navy and Air Force Reserve. Point credits will be awarded eligible Reserve officers on the basis of one for each day of attendance, provided sessions attended total more than two hours. Each day of the meeting will be considered a session.

Louisiana Attendance Good

The Lafayette (La) Air Reserve Squadron with flights at New Iberia, Crowley and Opelousas has led all squadrons of its Reserve Group in attendance for five consecutive months. With a new high of 87.05 percent attendance, the Lafayette squadron was ahead of three other Reserve squadrons located at Baton Rouge, Lake Charles and Hammond, La. Group headquarters for the squadrons is located at Baton Rouge.

Reorganization of ARDC

A major reorganization is now underway within Air Research and Development Command Headquarters, Baltimore, Md. One of the more important changes to come about from the new headquarters organization is the gradual shifting of early planning on weapon systems to the Baltimore headquarters. Much of this work was formerly accomplished by subordinate centers of ARDC. Overall aim of the reorganization is to obtain more rapid, efficient and economical management by patterning the headquarters after that of an industrial organization.

Trip, Cash for Recruiter

Thirty-five dollars and a free trip to Miami will be awarded to the wing airman who recruits the most Reservists for the 8710th Pilot Tng Wg of Memphis, Tenn. Maj John Gore, recruiting officer, promises four other cash awards in a contest that is aimed at signing up 500 additional Reservists between 2 May and 23 July 1954. The 8710th just recently enlisted its 500th member.

Airmen Train in New Field

A new AF career field, Airmen Training Devices, has been established as a result of the expanding use of the flight simulator and other electronic training devices in crew training. Approximately 1,000 airmen graduates will soon be available from three specialist training courses being conducted by Air Training Command. They will then receive on-the-job training in the new specialty from equipment manufacturers' technical representatives. These graduates and future trainees, who have AFSCs in the 34000 career field, will take over from manufacturers the responsibilities for organization and field level maintenance of the electronic pilot and crew training devices.

Army ROTC to Fly

The Air Force has offered to accept 3,000 qualified Army ROTC graduates for flying training in officer grade. The students who meet qualifications will be commissioned in AFRes during FY55. About half of the 3,000 will enter pilot training with the other half going into observer training. Those eliminated from flying training (washouts) will complete their tour of active duty as non-rated officers.

Armed Forces TV Planned

Plans are underway at the Pentagon for an Armed Forces Television service to parallel the Armed Forces Radio network. The proposed TV stations would be operated on low power with a range of about five miles. They would be located in remote areas of the world where American troops are stationed. One station is already on the air at Limestone AFB, Maine. In accordance with the existing plans these TV stations would cease operations when and if commercial television is beamed to these areas at some future date.

Active Duty With ANG

AFRes officers of the Medical Service will have an opportunity again this year to take a two-week tour of active duty with Air National Guard units during their summer encampment. Some units of ANG will hold their training camps during June, most of the others during July and August.

Guard Wins Coveted National PR Award

The National Guard (Air and Ground) has received the highest award in the public relations field—the Silver Anvil Trophy of the American Public Relations Association—for the Guard's 1953 Recruiting Information Program.

The National Guard program was selected for the prize award from a large number of entries in the field of government—national, state and local, including the armed services. This is the first time any Defense Department agency has won such an award.

The citation accompanying the award read as follows:

"The committee of judges saw in this program, to which they awarded the Silver Anvil Trophy, an unusual, well-rounded program which made effective use of almost every type of public relations technique. Every facet, both external and internal, was carefully developed. The result was a net increase of 61,000 in recruiting for the Guard. The program was executed with imagination and showmanship. The crowning touch was exemplified with a most important, well-phrased letter of appreciation to supporters of the program; thus completing the cycle from inception of the program to its successful climax. Internally, effectiveness of the program was multiplied many times by virtue of the fact that all local organizations were fully informed of other successful local programs."

Reserve Aerial Port Unit Activated At Donaldson

An Air Force Reserve Aerial Port Operations Sq has been activated at Donaldson AFB, Greenville, SC.

Under the command of Reserve Capt Edward P. Flaspoepler, the unit has been designated the 15th Aerial Port Operations Sq and will work alongside a Regular USAF unit—the 1st Aerial Port Operations Gp—to become proficient in the techniques of loading, lashing and ejecting cargo and personnel from aircraft.

The skillfully trained personnel of Aerial Port units supervise the delivery of men, equipment and supplies by air. They set up and operate Air Terminals for loading and unloading of everything from men to machinery.

New Deputy For Reserve, ROTC Affairs Named

Mr. John Lerom, a group commander in the District of Columbia's Air National Guard and formerly a member of the Aviation Policy Staff of the Department of State, has been appointed Deputy Assistant Secretary of the Air Force for Reserve and AF ROTC affairs.

He succeeds Mr. Chester D. Seftenberg who resigned to return to civilian occupation.

Mr. Lerom is a graduate of the Univ of North Dakota, holding B.S. and LL.B degrees in Business Administration and Law, and is a member of the bar in North Dakota and Washington, DC.

Prior to appointment to the State Department in May 1953, Mr. Lerom spent five years as Air Adviser to the Republics of Peru and Panama, and in 1947 and 1948 served as executive secretary of the joint committee of the Civil Aeronautics Administration and Civil Aeronautics Board.

During WWII he rose from the rank of first lieutenant in 1943 to colonel in 1947. His last active duty assignment was as Staff Operations Officer, Hq Army Air Force in Europe.

Since his release from active duty in 1947, Mr. Lerom has maintained an interest in Reserve affairs, serving as a member of the Executive Committee of the Air Reserve Association and the National Air Reserve Council of the Air Force Association. He is assigned to the 13th Fighter Wing of the Air National Guard in the District of Columbia, and has a senior pilot's rating.

More Information To ANG

In order that Air Guardsmen may have a more complete picture of overall USAF operations, the Air Force soon will begin furnishing ANG units with increased information.

Official documents will be made available and personnel will be invited to attend briefings and orientations given by USAF commands. Information on Tactical Doctrine, Standing Operating Procedures, Operating and Training Materials, and other instructions will be distributed by USAF gaining commands Regular Air Force units to which ANG units would be assigned on M-Day).



Mail Bag

Dear Editor:

If an officer receiving disability pension from the Veterans Administration for a hearing loss should apply for and receive retirement, would he continue to receive the disability pension in addition to Reserve retirement pay?

Maj W. W. Richards
Canonsburg, Pa

No. An AF Reserve officer may not receive a pension or disability compensation from the Veterans Administration concurrently with retired pay as a Reserve officer. (Supp 3, Col I, Decisions of the Administrator of Veterans Affairs, p 40), (Op JAGAF 1950/13, 6 March 50, par 228, Vol II, No. 1, Digest of JAGAF, June 1950, March 1950).

Dear Editor:

My wife and I both are WWII veterans. May we buy a business together, with a GI business loan, and thereby increase the amount which may be guaranteed? It would not be a real estate loan.

JMF
Fayetteville, Tenn

Yes, but the guaranty may not exceed 50 percent of the loan, up to \$4,000, which is the maximum for your combined business loan guaranteed.

Dear Editor:

Under Title II, PL 810, can Reserve officers with 20 years' service, at least 10 of which are commissioned, retire with pay?

WA
Rome, N.Y

Yes, under conditions specified in AFR 36-50 if in active military service. No, if not in active military service; in general, Reserve officers not in active military service may be assigned to the Retired Reserve without pay at the end of 20 years' service (pay to start at age 60).

Comments and queries of an unofficial nature may be submitted to the Editor of The AIR RESERVIST, Room 834, Old Post Office Bldg, Wash, DC, for possible publication in this column. Letters should be brief and of general interest. Author's name should be given, but will not be printed if so requested. No personal mail replies can be made.

Dear Editor:

I am contemplating joining a Reserve unit and as a participating member would be eligible for training pay. Since I now receive disability compensation from the Veterans Administration, I would like to know whether I would be required to waive my compensation rights for the entire time I am affiliated with the unit.

AWB
Sacramento, Calif

The law provides that you may elect to receive either inactive duty training pay or Veterans Administration compensation, but not both. A Reservist should submit a Certificate of Waiver to his VA office in advance, stating the number of days for which he will be paid inactive duty training pay during any one year. His VA compensation will be adjusted to reflect only the number of days of inactive duty training pay. Waiver provisions are also applicable to the individual who enters on active duty, including active duty for training.

Dear Editor:

It is my understanding that one point is awarded for each three-credit hours of extension courses successfully completed. If so, how is the number of points determined when the credit-hour value is not a multiple of three, for example, a 20-credit-hour course as awarded by the Army?

GWL
Bay City, Mich

Credit hours awarded by USAF are always divisible by three to facilitate computation of points. However, credit-hours awarded by services other than USAF may or may not be so divisible. In the latter case, points are computed to the nearest multiple of three, i.e., 20-credit hours would equal seven points, 10-credit hours equal three points.

THE AIR **RESERVIST**

AIR FORCE RESERVE ★ AIR NATIONAL GUARD ★ AIR FORCE ROTC ★ CIVIL AIR PATROL ★ EXPLORERS, BSA

An official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post Office Bldg, Washington 25, DC

Maj C. R. Wyrasdick (AFRes), Editor
Thomas R. Lenahan, Associate Editor

Bureau of the Budget approval of this magazine given on 27 June 1952.

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 Yark Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Free Air Travel Available To Reservists and Guardsmen

INACTIVE DUTY Reservists, Air Guardsmen and retired USAF personnel may take advantage of free air travel offered by the U.S. government.

Without paying a penny for transportation costs, bonafide Reserve members can enjoy a flight of their choosing simply by requesting passenger space aboard military aircraft and awaiting their turn for a flight. They will be given transportation, on a space-available basis, providing valid identification is presented and the trip is not for any personal gain. Vacation and sightseeing trips are okay. Business trips are out.

Just go to the nearest Air Force base or Naval Air Station, tell the transient flight orderly or yeoman where you want to go—within the zone of interior.

Attractive benefit. Reservists will be accommodated after all priority passengers have been put abroad. Aerial "hitchhikers" are carried only on planes which are already scheduled for a particular run, other than scheduled aircraft operated by MATS. Since no special flights are run for the convenience of the individual, the trip does not cost the taxpayers anything. Free hops are given as just one more benefit to help attract men to the Reserve and Air Guard.

Various Air Force bases and Naval Air Stations have their own priority regulations for military personnel not on active duty and who do not come under the regular priority system. Many bases will fly an airman belonging to a unit before they will accommodate an un-

affiliated individual. So it is to the advantage of the Reservist to be able to prove he is a member of an organized unit on drill pay status.

Under all normal circumstances, personnel flying government air will wear the uniform while en route. Civilian clothing may be worn aboard military aircraft only under exceptional circumstances when approved by competent authority.

Reservists flying with the USAF will at all times present a neat, military appearance. The uniform must be correct according to all Air Force regulations. Ties must be pulled up tight, all insignia must be in order and shoes should be shined.

Show identification. Identification shown at flight time must be carried at all times. The AFRes or Air Guard ID card will suffice. Lacking this, or in addition to it, a valid set of orders signed by the individual's unit commander will be accepted.

Free government air transportation is governed by a joint directive of the Air Force, Army and Navy. Air Force Regulation 76-6 dated 11 June 1953 contains full details. In checking this regulation, pay particular attention to paragraphs 4-B and 13. The first is the basic rule for aerial "hitchhiking." The second is the form which all personnel must sign stating that the trip is not being made for commercial purposes nor will the business conducted in connection with the trip result in any form of remuneration to the individual.

New Weather Course To Be Held in East

FOLLOWING A successful 15-day course at the Univ of California for West Coast weather Reservists, the USAF Air Weather Service has scheduled a similar program for AWS Reserve weather officers not in active military service who live in the northeastern U.S.

The course will be held at New York Univ from June 6-20, and will provide an opportunity for AWS Reservists in the northeast area to bring themselves up to date on military applications of meteorology.

Some 40 selected Reserve weathermen are scheduled to attend the course, the first of its kind to be held at NYU. Three earlier weather refresher courses have been held at UCLA and one at the Massachusetts Institute of Technology.

Course in Chicago. For AWS Reservists who live in the central U.S., the Reserve Personnel Division, Hq AWS, Andrews AFB, has tentatively scheduled a similar course to be held at the Univ of Chicago from August 15-29.

Refresher school training will be a continuing program for AWS officers. Plans are now being developed for schools in 1955.

AWS plans to make it possible for each weather Reservist to attend one of the refresher courses before the end of FY56.

Inactive duty Reservists who may be interested and wish assignment should write a request to the Chief, Reserve Personnel Division, AWS, Andrews AFB, Washington 25, DC.

New ANG Construction Set

Construction is expected to begin this summer on new Air National Guard facilities at Hulman Field, Terre Haute Ind and Fresno Air Terminal, Fresno Calif.

The Terre Haute base will be headquarters for the 113th Ftr-Bmr Sq and 122d Ftr-Bmr Wg, which will move from its present location at Stout Field Indianapolis.

Work at Terre Haute will consist of regular squadron facilities, plus extension of the runways. An administration building to house offices of the wing is scheduled later.

At Fresno the new facilities will be for the 194th Ftr-Bmr Sq, now located at Hayward Municipal Airport, Hayward, Calif.



Cross Country Report

During a recent visit to the Greater Boston area, Secretary of the Air Force **Harold E. Talbott** was given the unusual honor of having more than 300 pints of blood donated to the Red Cross by local AF ROTC cadets. Representing four colleges, cadets of Massachusetts Institute of Technology, Boston Univ, Harvard Univ and Tufts College arranged the mass donation in conjunction with the Secretary's visit.

☆ ☆
A Reservist with 35 years' service has one of the best attendance and participation records in the San Bernardino (Calif) Air Reserve Sq. This enterprising Reservist is **Col Theodore E. Baker** who joined the Air Service in 1917 at the age of 21 and took flight training in a Flying Jenny. Since that time he has flown many types of aircraft including jet fighters.

☆ ☆
A new organization, the Sioux City (Iowa) Reserve Forces Committee, has been formed to assist young men in planning their military service so that they may fulfill their military obligation and make the most of this vital part of their career. Committee members include: **Maj Fred W. Tinker**, Iowa National Guard; **Maj Donald W. Forney**, Air National Guard; **Lt Col Daniel A. Fling**, Army Reserve; **Capt Edward C. Palmer**, Naval Reserve; **Maj James M. Coen**, Marine Corps Reserve; and **Lt Col George Katres**, Air Force Reserve.

Guest speaker at a recent meeting of Flight "D" of **Dorchester (Mass) Air Reserve** was **Dr. E. P. Learned**, professor of Business Administration, Harvard Graduate School, and a special consultant to the CofS, Hq USAF. He discussed the development of the comptroller concept in the USAF, a subject of particular interest to Flight "D" which functions as a specialized comptroller organization. Dr. Learned's distinguished career of service to USAF began many years ago when he became Director of Training for Statistical Services, Army Air Forces. In 1942 he was named special consultant to the Commanding General, AAF.

☆ ☆
The Air Force Association has announced creation of an Air National Guard Council to coordinate plans and policies affecting the ANG, and designated **Willard W. Millikan** of Alexandria, Va, an Air Guard wing commander in Washington, DC, as chairman. Other members of the council are: **Charles W. Sweeney** of East Milton, Mass; **Bernard M. Davey**, Atlanta, Ga; **William W. Spruance**, Wilmington, Del; **Lloyd L. Johnson**, Lincoln, Nebr; **Alfred C. Schwab, Jr.**, St. Paul, Minn; **Richard T. Sykes**, Van Nuys, Calif; **Cornelius H. Murphy**, Bangor, Maine; **James A. Weston, Jr.**, Columbia, SC; **George D. McMorries**, Dallas, Tex; **Arthur J. Stelljes**, Forest Hills, NY; and **Dale J. Hendry**, Nampa, Idaho.



Captain Ruha doesn't wear two hats—just the appropriate one (AF) at the appropriate time.

☆ ☆
Capt Nicholas Ruha, provost marshal of the 375th Trp Carr Wg, Pittsburgh, Pa, estimates he has driven 13,000 miles in two years in maintaining his two-day a month active Reserve status. Captain Ruha motors 630 miles in making the roundtrip from Wilkes Barre, Pa, to Pittsburgh. In civilian life he is a game protector for the Pennsylvania State Game Commission, and so it's just a matter of changing uniforms when it comes time for his Reserve duty.

☆ ☆
A mass meeting of Washington, DC area Reservists launched the Air Reserve Center concept in the nation's capital recently. Reservists heard **U.S. Senator Barry Goldwater** (Colonel, AFRes) and **Maj Gen William E. Hall**, Asst Chief of Staff for Reserve Forces, Hq USAF, during the program and received a briefing on the new AResC to open soon in the city.

☆ ☆
T Sgt John F. Burkhardt of the 77th Air Depot Wing, Long Beach Air Force Base, realized a long standing ambition—a jet ride. This was his reward for single-handedly inducing 80 Reservists to join his unit. **Colonel Eugene P. Brown**, 77th ADW commander, congratulated Sgt Burkhardt prior to his ride with **Colonel Thomas L. Wiper**, Long Beach AFB commander. The 77th is one of two Reserve air depot wings in the country.



T Sgt Burkhardt is congratulated by Col Brown (R) for winning a jet ride with Col Wiper.

pictures of the month



A family tradition explains the unique ceremony Maj J. C. Schooley (L), Comdr. 2465th AFRCTC, Minneapolis-St. Paul Airport, participated in when he presented a retirement discharge to M Sgt Gerrit Vande Waa (C) who had completed 24 years in the Armed Forces, and then received an enlistment form from Vande Waa's son, John, who joined AFRes' 440th Wg.



During a recent inactive duty training period, two Reservists of the 94th Tac Recon Wg, Dobbins AFB, Ga, flew a mission of mercy that was credited with helping save the life of an elderly civilian in Thomasville, Ga. Flying a T-6 in marginal weather, the two flyers, Maj J. T. Elkins (L) and Lt A. J. Thompson sped a supply of tetanus gas anti-toxin to the rescue.



"Air Reserve Week" was proclaimed for St Louis recently by Mayor Raymond Tucker in conjunction with the opening of the city's new Air Reserve Center. An "Open House" at Lambert-St Louis Field attracted thousands. Participating in the "kick-off" ceremony were (L to R): Mayor Tucker; Capt R. D. Mahoney; Col E. J. Burkhardt, Group Comdr and Capt P. C. Charneski.



Capt Edmund Galli, of Havertown, Penna, Flying Safety Officer for the 111th Fighter Bomber Wing of Pennsylvania's Air National Guard is shown preparing his gallery of famed baby portraits, taken by a noted New York photographer. Capt Galli uses the photos to convey key matters of flying safety to wing personnel at the Philadelphia airport.

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THE AIR RESERVIST

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THE AIR RESERVIST

- AIR FORCE RESERVE • AIR NATIONAL GUARD
- AIR FORCE ROTC • CIVIL AIR PATROL
- EXPLORERS, BSA

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post Office Bldg, Washington 25, DC

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 Yark Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Bureau of the Budget approval of this magazine given on 27 June 1952.

CADET COMMISSIONS

AF ROTC GRADUATES JOIN ANG

A joint plan of the Air Force and the National Guard Bureau has been announced which permits certain graduates of the Air Force Reserve Officers Training Corps in 188 colleges and universities to become officers in the Air National Guard of the U.S. and serve on duty with the active Air Force.

The new plan will apply only to those graduates previously scheduled to receive "Certificates of Completion." The USAF previously announced that Certificates of Completion would be issued, with limited exceptions, to those graduates not qualifying for flying training.

The NGB has announced that requirements exist for almost all of the AF ROTC graduates in this category who are to receive Certificates of Completion.

Recent projected ANG requirements indicate a definite need for trained junior officers in such fields as supply, maintenance, administration, operations, personnel, engineering and finance. This plan applies only to the AF ROTC graduates who will be completing all of their requirements for commission during the period of 1 May 1954 through 30 April 1955, and who would otherwise have received a Certificate of Completion.

Last year it was realized that the number of students graduating from AF ROTC and becoming eligible for commissioning during FY55 would far exceed the reduced requirements of the new force.

Students entering their senior year were informed last fall that all who volunteered and were qualified for flying training would receive commissions. The remainder of the class, with the exception of veterans, were told that they would compete for approximately 1,000 positions requiring non-rated officers. Approximately 7,000 seniors have volunteered and are qualified for flying training. Those who are required for non-rated duty have been selected at the present time and the remainder of the class are being tendered

Certificates of Completion upon graduation.

The Air Force has continually searched for a feasible plan whereby all of this year's AF ROTC graduates could be commissioned. Prior to the NGB proposal these graduates would not have received Reserve commissions until they had discharged their two-year active military service obligation. This particular group of graduates now has the opportunity of becoming officers in the ANGUS.

Graduates electing to enlist in the USAF as airmen third class are required to serve two years instead of the regular four-year enlistment.

The plan provides that each state will be advised of the number of graduates available. If acceptable to the respective states, the applicant will be commissioned by the Air Force as a Reserve officer and thereafter appointed as a second lieutenant in the ANG by the state. Such an appointment by the state is necessary to make him a member of the Air National Guard of the U.S.

National Headquarters Selective Service has agreed that applicants under this plan will receive a maximum of 60 days' delay prior to any possible induction action.

An agreement signed by the applicant will stipulate that the newly commissioned officer will serve on duty with the Air Force for a period of three years, unless earlier relieved, and will also require three years of active participation in an ANG unit thereafter. Should the tour of duty with the active USAF be less than three years, the officers will be required to serve a sufficient amount of time in Air Guard units to make up a total of six years' active participation.

A survey of all AF ROTC schools is being conducted to determine the number of Certificate of Completion holders who will take advantage of this opportunity.

ATLANTA RESERVISTS PIONEER INFORMATION SERVICES FLIGHTS

ONE WINTRY NIGHT last December, the lights burned long in the residence at 211 South Blount St, East Point, Ga, a suburb of Atlanta.

Inside the house "Baldy," the Atlanta Constitution's editorial cartoonist, formally known as Clifford H. Baldowski (Major, AFRes), leafed through his latest copy of *The AIR RESERVIST* Magazine.

Major Baldowski's interest centered on an item listed on page four of the December issue concerned with a recommendation of the Johnson Board about the activation of Reserve information-type flights in major cities across the nation.

Although Atlanta has a long list of "firsts" to its credit in national activities, enterprising cartoonist Baldowski decided then and there that the city was to be out in front in an entirely new field—the first Air Force Reserve information services flight in the country.

Sample opinion. Next day he sounded out several other fellow Reservists working on local newspapers, radio and television stations and advertising agencies about the idea. Their enthusiastic response prompted contact with the Atlanta Volunteer Air Reserve Group and the Fourteenth Air Force Hq to get the flight activated and in business.

The names of charter members of the flight read like a page from a "Who's Who" in the commercial information



Three of the principals of the brochure project, (seated L to R) Capt James S. Childers, editor of the Atlanta Journal; Capt George Boswell, chief editorial writer of the Atlanta Constitution; Capt Elmo Israel, program director for radio station WSB; Capt Robert C. Van Camp, well-known radio and television entertainer; Capt James O. Watkins, public relations director for Eastern Airlines; and Lt James Bridges, news editor for radio station WSB.

field. In addition to Major Baldowski, included were: Col James S. Childers, editor of the Atlanta Journal; Capt George Boswell, chief editorial writer of the Atlanta Constitution; Capt Elmo Israel, program director for radio station WSB; Capt Robert C. Van Camp, well-known radio and television entertainer; Capt James O. Watkins, public relations director for Eastern Airlines; and Lt James Bridges, news editor for radio station WSB.

The idea in the minds of the Atlantans was to receive training in their specialty—information services—and at the same time pool their enormous experience to provide the Air Force with counseling on recruiting projects, Armed Forces Day observances and scores of allied subjects.

Recently, when a group of Pentagon officials sat down with the fledgling Information Services Flight at a meeting in Atlanta, a total of 15 out of 15 assigned members was present.

During the meeting, the flight turned over to the Air Force its first completed project—a new-type Reserve recruiting brochure designed especially for use by the Fourteenth Air Force in its 12-state southern and southeastern area of the nation.

Before the ink was dry on the recruiting brochure, the Information Services Flight was busy on several other projects, including a poster for the Reserve Forces and providing help for Armed Forces Day observance.

Sets pace. With the pioneer Atlanta organization setting the pace, other information services flights have sprung up throughout the country including one in Washington, DC and Cleveland, Ohio. The Air Force has a lot of plans and high hopes for these units. They are slated to play an increasingly important role in the future AF Reserve.

In defining the mission of the Air Reserve information services flights, Hq USAF say they are to assist Air Reserve units in the implementation of their information services programs; assist in the continental U.S.-wide information services program; provide assistance for USAF special projects such as demonstrations, exhibits, open houses, and other civic and military events; provide information and recommendations to the Air Force with regard to the impact of USAF programs and activities upon public opinion in general; and provide a force of information services specialists who will be available for mobilization in time of war or national emergency, or when otherwise required by law.



Major Clifford Baldowski (L) and M Sgt James Carel confer about new members for the nation's pioneer Atlanta Information Services flight.



101ST FIGHTER-INTERCEPTOR WING

"FULMINAT" is the motto. Translated it means "It strikes like lightning." It identifies the 101st Fighter Interceptor Wing of the Air National Guard.

The 101st literally is poised to wield a lightning strike should necessity unleash it at an enemy aggressor approaching our Northeastern coastline. Geographical placement of its three flying squadrons describe a triangular lancehead aimed out over the Atlantic, protective of its native New England shores.

The 101st is an interesting organization. From the standpoint of national security, its existence is all-important and encouraging since it's well equipped to manage the shielding mortal stroke.

The word "equipment" encompasses men and materiel.



Maj Paul Smith of the NH ANG's 133rd Ftr-Bmr Sq explains ditching respiratory equipment to Govs. Emerson, Vt (L), Cross, Maine and Gregg, NH (R).

Just as their colonial counterparts did 178 years ago, men of ANG units like the 101st Wing will have a big job should an enemy attack the northeastern U.S.: Stop 'em!

LIGHTNING

down east

By Tom Lenahan, Associate Editor

The 101st planes, recently delivered to replace propeller-driven F-51s, are the latest fighter type received by ANG units—F-94A and F-94B Starfires. Considered one of the premier all-weather interceptors in the world, the jet powered Starfire can cut across an invader's flight path at 600 mph up to 45,000 feet.

The 101st has a hard core of high-caliber pilots. These key flyers were in active military service during the Korean conflict and are "old hands" in jets. Some logged combat hours in the Far East. It is these seasoned veterans who are successfully guiding the wing's other less experienced pilots through the intricacies of jet transition training. They, too, are the pilots who initially will fly the observers now being recruited by the 101st—airborne radar operators to man the armament of the tandem-type F-94's.

The wing headquarters and its 132nd Ftr-Intcp Sq are elements of the Maine ANG and are based at Dow AFB, Bangor. Another segment, New Hampshire's 133rd Ftr-Intcp sq, is located at Grenier AFB, Manchester. Other main components are Vermont's 134th Ftr-Intcp Sq and the group headquarters situated at Burlington.

Detached squadron operation is novel to the ANG. Many ANG wing organizations are dispersed in different localities within a single state. Others concentrate all but one squadron within a state. Several operate like the 101st—three flying squadrons within as many states.

Col. Philip E. Tukey, Jr, a native of Portland, commands the 101st. An Air Force fighter-pilot veteran of 12 combat missions during the Normandy, North France, Ardennes, Rhineland and Central European campaigns in WWII, he was executive officer of an Air Defense Command wing during Korean hostilities.

Lt Col Joseph F. Doran and Maj Louis F. Johnson command the 101st Air Base Gp and Ftr-Inter Gp respectively, and the 101st Maintenance and Supply Gp is led by Maj Joseph E. King. Lt Col Richard S. Spear commands the 134th Ftr-Inter Sq and Maj Jay G. Benton and Paul R. Smith command the 132d and 133d Ftr-Intcp Squadrons, respectively.

The 101st, like the 26 other flying wings of the ANG, will participate in a two-week field training period this summer. The 101st's will be conducted at Otis AFB, Falmouth, Mass, from July 31 to August 14. Wing estimates indicate that about 120 officers and 1,050 airmen are expected to attend the summer encampment.

Air Defense Command is the 101st's mobilization gaining command. Hence, the wing's field training, which will be conducted under ConAC supervision, will be geared to the ADC mission.

Present plans provide for an average of 25 flying hours each for all pilots during the Otis encampment. Pilots also will undergo 12 hours of tactical ground training. However, like a number of other ANG wings, this will be the initial summer training period during which the 101st will be equipped with jet aircraft. Consequently, an appreciable amount of training time for pilots not checked out in the F-94 will be devoted to transition ground and flying training in T-33 and F-94 aircraft.

Ground training. Tactical ground training will include such subjects as the air defense system, operations, cruise control, communications and electronics, instruments, intelligence, Air Defense Command and appropriate Air Defense Force regulations and policies, and armament.

Non-flying personnel, in addition to performing functions in support of the wing mission, will participate in ground training specified in ConAC directives. A fairly large group of basic airmen will undergo initial field training at the upcoming encampment.

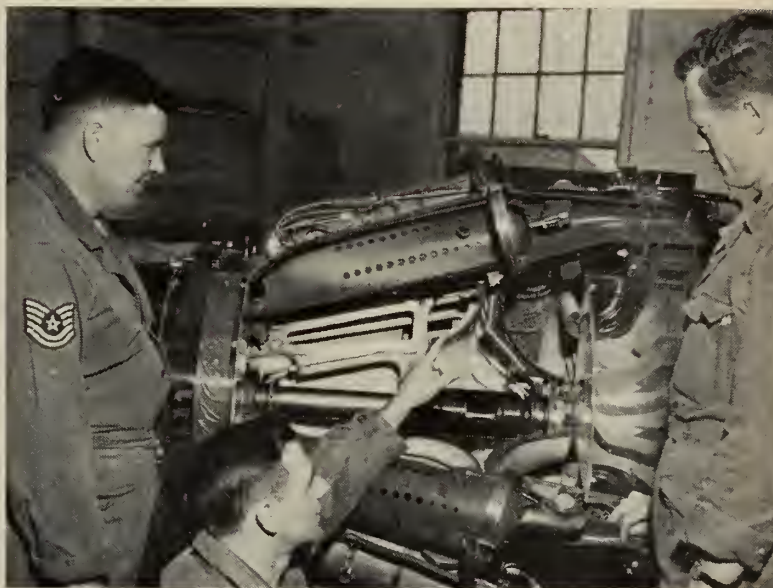
During recent observation, the men of the 101st were looking forward with eager anticipation to summer field training. They see in it the source of improved organizational effectiveness.

These direct blood descendants of New England's colonial militiamen with their spectacular F-94s—modern-day version of "lightning downeast"—deeply desire superior quality for their organization. Dictated by their venerable patriotic traditions, its future realization will constitute, they are fully aware, a fitting and invaluable contribution to the air defense of the nation their resolute Yankee forebears helped establish.

COVER—Airman Third Class Girard J. Bergeron of Winooski, Vt, prepares to load a lethal beltful of "flash" into the armament of one of the 134th Fighter Interceptor Squadron's spectacular F-94 Starfires. The 134th, a unit of the Air National Guard's 101st Fighter Interceptor Wing, is based at the Burlington Municipal Airport in the Green Mountain State. Airman Bergeron is one of the thousands of Air Guardsmen throughout the continental United States who will undergo annual summer training at field encampments during the June-July-August period.



Col Philip E. Tukey, Jr. (L), Cmdr of the Maine ANG's 101st Ftr-Intcp Wg gets a cockpit check from Maj Jay Benton, Cmdr of the 132d Ftr-Intcp Sq.



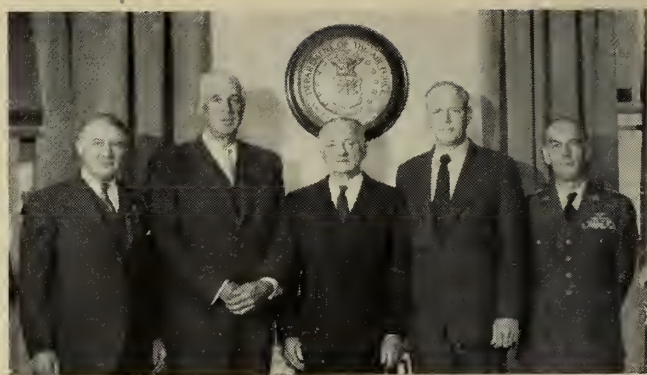
T Sgt Jahn Barry (L) and M Sgts George Watson and Leonard Oliver (R) of Maine's 132d Ftr-Intcp Sq examine a cutaway of an Allison J-33 engine.

Lt Col Richard B. Spear, commander of the Vermont Air National Guard's 134th Fighter-Interceptor Sq waits in his plane for the takeoff signal.



AIR ACADEMY

*Future Regular Air Officers
start training in July 1955*



The 5-member Air Force Academy Site Selection Commission pictured above are: (L to R) Dr Virgil M. Hancher, Mr Merrill C. Meigs, General Carl A. Spaatz, Air Reservist Brig Gen Charles Lindbergh and Lt Gen Hubert Harman.

THREE LOCATIONS have been selected as a prospective site of the United States Air Force Academy for the establishment of which Congress authorized \$126 million to be appropriated.

Alton, Ill; Colorado Springs, Colo and Lake Geneva, Wis have been recommended to Secretary of the Air Force Harold Talbott for the permanent site of the academy by the Site Selection Commission.

Under the law, the Secretary would be required to accept the recommendation of the commission if its choice had been unanimous. Since the Site Commission did not reach a unanimous agreement on a single site, the law specifies that it will designate three possible locations from which the Secretary will select the permanent one.

(At press time Mr. Talbott named Colorado Springs as the site.)

Construction of permanent facilities will begin as soon as possible. An architectural-engineering firm or combination of firms best qualified to produce an appropriate design for the Air Force Academy and to supervise its construction will be named in the near future.

The academy will open in July 1955 at an interim site utilizing available facilities and augmenting them with only the minimum in conversion of buildings and whatever equipment may be considered necessary.

Selection on merit. The first academy class will consist of approximately 300 freshmen. The Air Force will select 255 qualified students from the men nominated from each state by members of Congress. Selection will be in order of merit established by competitive exami-

nations. The examination centers and examination dates are to be announced later.

Each Senator and Representative is authorized by law to nominate not to exceed 10 persons who shall be eligible to take a competitive examination to be held annually. Vacancies allocated to each state shall be proportional to the representation in Congress from that state. This number shall not exceed 85 percent of the total student body.

Forty-five additional students will be admitted from other sources—the District of Columbia, Alaska, Hawaii, Puerto Rico, Panama Canal, Vice President, Presidential, including personnel of the Regular and Reserve military components and sons of deceased veterans. Detailed information concerning the nomination, processing, and testing of applicants of the Regular and Reserve military components will be available approximately July 1954. Informational brochures, pamphlets, forms, and detailed information will be disseminated at that time.

On the date of academy admission, each applicant must be 17 years of age and under 22 years, a U. S. citizen, never married, physically and morally acceptable.

Other services affected. Up to 12½ percent of the graduates of each of the three service academies may be commissioned, with the consent of the appropriate Secretary, in the other two services effective in either the year in which the Air Force Academy graduates its first class, or whenever the present 25 percent agreement among the services is rescinded, whichever is earlier. The Air Force hopes to receive 25 percent of

the graduates of the U. S. Military Academy and the U. S. Naval Academy until the first class is graduated from the Air Force Academy.

Permanent site nominations for the Air Force Academy were made by a five-member committee comprised of the following civilian and military leaders: Virgil M. Hancher, president of the Univ of Iowa; Merrill C. Meigs, vice president of the Hearst Corp, Chicago; Brig Gen Charles A. Lindbergh (AFRes); Gen Carl A. Spaatz (USAF, Retired), first Chief of Staff of the Air Force; and Lt Gen Hubert R. Harmon, Special Asst to the Chief of Staff for Air Force Academy Matters.

Many factors were considered in selecting the sites, including the major criteria of acreage, topography and climate.

Many facilities. An estimated 15,000 acres will be required for facilities, including classrooms, library, laboratories, dormitories, etc. Provision must also be made for a modern flying field, rifle and machine gun ranges, maneuver areas, athletic fields and possible future expansion.

Consideration was given to the natural beauty of the sites and of the surrounding country as well as to the availability of level ground suitable for a modern flying field. A four-seasonal climate without extremes of heat or cold was considered highly desirable for year-round flying activities. Air traffic in the surrounding area was also studied.

Community aspects of the cities near the sites were studied also.

Establishment of the USAF Air Academy climaxes a five-year effort to bring about its realization.



marauder musketeers

THE THREE ARE quiet and sincere. Yet, there is more than a trace of the devil-may-care swashbuckler in them. Recurringly, they make an observer think of Dumas' *Three Musketeers*—Aramis, Athos and Porthos.

The Gaelic-featured, stocky captain suggests the priestly Aramis. The lean, cultured lieutenant recalls the aristocratic Athos. The broad-shouldered, hard-muscled lieutenant is reminiscent of pugnacious Porthos.

The priestly-appearing member of the impressive trio is Capt John Mc-

Veteran Reservists. All three of the Reservists are veteran B-26 pilots. They've guided the doughty little light bombers through two wars—WWII and Korea. Lieutenant Murray, the leader in that respect, has come through 68 combat missions. His blouse ribbons denote award of a pair of Distinguished Flying Crosses and five Air Medals.

The triumvirate were members of Long Beach's 452d Light Bombardment Wing in August 1950 when it was ordered into active military service as a result of the outbreak of hostilities in the Far East—the first Reserve wing so activated.

The 452d, also the initial Reserve wing to enter combat over Korea, flew its first combat mission in which Captain McCormick, Lieutenant Murray and Lieutenant Sparlis participated on 1 Nov 1950.

"The statistics boys told us later that we belted the Commies with about two and one-half million rounds of 50-caliber ammo during our first two months over there," Lieutenant Sparlis offers in grim retrospect.

Besides this valiant contribution to the overall effort of the Far East Air Forces, the 452d's mighty Marauders unleashed a wide variety of explosive and incendiary bombs and pelted enemy tanks and trains with devastating five-inch rocket fire.

For the combat gallantry of its rated personnel in Korea, the wing was awarded the Presidential Unit Citation.

McCormick, Murray and Sparlis are representative of the seven battle-wise pilots who regained Reserve assignment to the wing after it was released from active military service in June 1952 and rebased at Long Beach.

They now fly RB-26s used for night photo missions instead of the familiar ground-support version of the Marauder in line with the 452d's conversion from a light bombardment to a tactical reconnaissance unit.

But they fly this modified edition of their favorite aircraft with the same old verve and dash.

"The Korea vets have given this wing a hard core of confidence and skill,"

Capt Mervin "Tex" Reeves, the 2347th AF Reserve Training Center's assistant training and operations officer, said recently. "And they've helped us immeasurably with the transition training of inexperienced RB-26 pilots." The 2347th supervises the 452d's training program.

Motivation unquestioned. Should their motivation for return to active Reserve participation with the wing after two strenuous tours of war duty be questioned, the spirited trio look at the inquirer incredulously.

Al Sparlis will be the first to find words and he'll answer, "We're pilots, aren't we? We want to fly and this is where we can." John McCormick will nod soberly and add, "And we're grateful for the opportunity."

Then the studious Bill Murray will conclude, "There's more to it than that. It's a challenge which we can't ignore. We're proving, I firmly think—mostly to ourselves perhaps—that a combination of skill and experience will keep us abreast of the passing parade even if we are getting a little old."

There's a lot of fight and flight left yet in the 452d's elderly, but ever youthful, trio of Marauder musketeers.



Lt Sparlis (L) and Capt McCormick examine one of the props of their favorite plane—a B-26.

Cormick, 36, of Long Beach, Calif, a Civil Aeronautics Administration airport tower operator in everyday life. He's married and the father of two children.

The tall, blond dilettante is 1st Lt William J. Murray, 30, of Whittier, Calif, an advertising executive and the father of three youngsters.

The bronzed and robust extrovert is 1st Lt Albert A. Sparlis, 33, of Los Angeles, truck salesman and former guard of the bone-crunching Green Bay Packers football machine.

The colorful threesome are all members of the Air Force Reserve's 730th Tactical Reconnaissance Squadron, one of the 452d Tac Recon Wing's three flying elements. The wing is based at sundrenched Long Beach AFB, 30 miles from the bustling City of the Angels.

Lt Murray checks controls prior to taking off from Long Beach AFB on a night photo mission.





Citizen

AIRMAN

A LITTLE MORE than 10 years ago when John S. Jones of Columbus, Ind won his wings and second lieutenant's commission, he expected to help win the war, then "get back into civvies—for good."

His immediate expectations were fulfilled. Assigned to the Air Service Command as a C-47 pilot, Lieutenant Jones served 15 months in the Southwest Pacific theater of operations transporting vital cargo and troops between Australia and Japan.

The war over, Lieutenant Jones left the service in 1946 to pursue a civilian occupation. In the intervening years, "Mr." Jones became a successful restaurateur, a family man (three children) and an active civic leader among other enterprising young men of Columbus. Any serious thoughts of resuming a military career were far in the background—until 1952.

Many changes. Continued fighting in Korea had brought about many changes in America's thinking, planning and action, not only among the military but civilians as well. Jones knew that Reserve manpower, both on the ground and in the air, was shouldering a large burden of the fighting. Within a few weeks after the Communists crossed the 38th Parallel, a Reserve troop-carrier wing was flying missions in

Korea. Additional Air Reserve and Air National Guard units of fighters and bombers were being activated for duty.

Indiana's 434th Trp Carr Wg at Atterbury AFB, near Columbus, was called to active duty in May 1951. Many of Jones' friends moved with the wing to Lawson AFB, Ga. for training.

Being a family man and a businessman, Jones had a decision to make: whether or not to reaffiliate with the Air Reserve. In December 1952 Jones made his decision. He joined the 87th Trp Carr Wg (AFRes), then training at Atterbury AFB. (The 87th was a holding unit for the 434th while the latter was in active military service.) Since that time, Lieutenant Jones has successfully combined two careers. As a civilian, he continues his restaurant business. As a Reservist, he maintains pilot training requirements with the 434th Trp Carr Wg. He has more than 2,500 hours to his credit.

"Family man" Jones, his wife, a nephew and his two older children follow the antics of the newest Jones, Martie. An ideal home, the happy family and mother in the rocking chair are typical signs of the citizen airman.

Lieutenant Jones is among 500 Reservists participating in training with the 434th Trp Carr Wg. Affiliated with the wing are many professional and businessmen of Indiana. Their civilian backgrounds are easily representative of those in any community of the U.S.A. Such men form the backbone of the AF Reserve program.

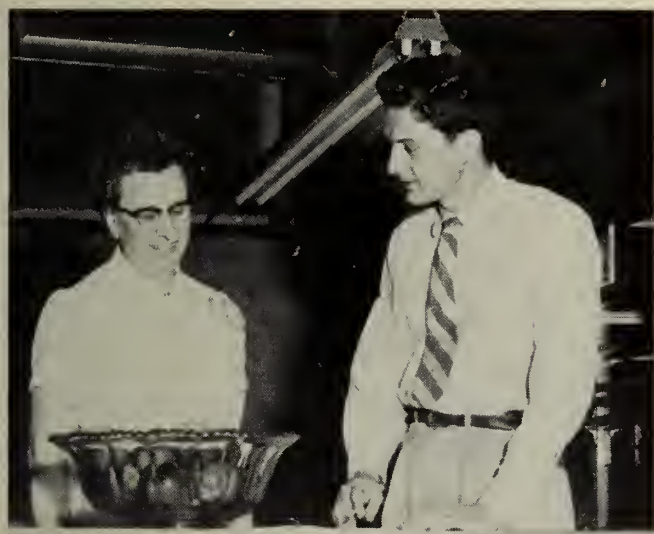
A Reserve organization is nothing new in this country. Almost 200 years ago at the adoption of the Constitution the nation's military policy was set up with that idea in mind. Our forefathers believed that a small standing force of Regulars, backed by trained civilians, was the answer. And it has been. For every war America has engaged in, the fighting has been done on this principle and to a large extent by civilians.

Always ready. It sounds clear and simple. Actually, it is, providing the scales are balanced. With the proper strength of Regulars, and a sound Reserve program in existence, America would be ready for any emergency.

The complexities of a modern Air Force demand thoroughly trained airmen. Thus great stress is laid on an up-to-date Reserve program. Overall, the program is more clearly defined and more specific than in the past. Since the Air



Air Reservist Jones prepares to take his C-46 aloft for night landing and emergency flight operation in a weekend of active duty with the 434th Trp Carr Wg.



"Businessman" Jones discusses the day's business with Mrs. Reba Jones, the cashier of his restaurant. Mrs. Jones is no relation to Lt Jones.

Force Reserve program started after WWII, there have been many changes and revisions in training and operations. Lately, however, major steps have been taken toward a more effective and stabilized Reserve program.

The Air Force Reserve has 25 Reserve Wings. These include six Pilot Training, two Tac Recon, two Air Depot wings, six Ftr-Bmr and nine Trp Carr wings.

A typical Reserve flying wing in operation is the 434th Trp Carr Wg, an organized unit of the AF Reserve. It was activated in 1949 as an all-Hoosier wing. The wing was on active duty during the Korean hostilities, being returned to Reserve status February 1953.

On a regular training weekend, the Hoosier pilots and crewmen fly an average of 200 hours on some 38 flights. Using C-46 Curtiss Commando transports, airmen practice night-landings, instrument flights and emergency flight procedures, all aimed at maintaining proficiency.

Basically, troop carrier operations are concerned with aerial transport of troops and equipment. Frequent variations of this job are expected. Whole cities have been supplied by air as was Berlin. Food, ammunition and medical supplies are delivered in pace with modern warfare.

Belonging to the Reserve offers many advantages to the individual. For the USAF, its manpower in Reserve means increased airpower. The 434th and the other Reserve flying wings, comprised of civilians like Lieutenant Jones and his compatriots in Columbus, are factors to be reckoned with even in the Atomic Age.

"Citizen" Jones appears to be looking into the future, his future as a civilian, a Reservist, a restaurateur, a family man, as a good American.



Chamber of Commerce Urges Strong Reserve

THE U. S. Chamber of Commerce has recommended increased emphasis be placed on the Reserve Forces "to provide a continuous flow of trained personnel to make sure that it is kept at or near full strength."

Meeting in Washington, DC during the Chamber's 42d annual convention, the organization's Policy Committee issued a report containing the following statement on Reserve Forces:

"The United States must have a strong and well-trained Reserve as a full-fledged partner to the active components of the armed forces. The nation cannot afford the indefinite maintenance of standing forces of the size now deemed necessary to meet the initial threat of full-scale armed conflict.

"For the Reserve to be strong it must be provided with a continuous flow of trained personnel to make sure it is kept at or near full strength. It must also be suitably equipped, exposed to realistic training and provided with adequate training facilities.

Greater incentives. "Reserve service should be made sufficiently attractive to assure large numbers of volunteers. The Defense Department and Congress should give early consideration to providing greater incentives for Reservists to engage in regular drills and summer encampments.

"The loss of trained manpower through separation and discharges and the failure of a great percentage of that manpower to join drilling units are deplorable.

"Recognition, rewards and opportunities of Reserve service should bear a direct relationship to the extent and caliber of service of each Reserve member, and under conditions parallel to those of the Regular services.

"To conserve the nation's resources of manpower with technical and professional abilities, the armed forces should maintain the highest standards.

"The Chamber commends the many employers who are granting special leave of absence to their employees who are members of the Reserve Forces in order to enable these employees to maintain their Reserve status. Local chambers and trade associations are urged to use their influence to see that all employers follow this patriotic practice.

"Employers are further urged to lend their support in providing members of the Reserves equality of employment and promotion opportunity pending any call to active duty."



Mail Bag

Dear Editor:

What is the maximum age-in-grade for Reserve (rated) officers?

MHL, Jr.
Locust Grove, Ga.

Apparently there is confusion between maximum age-in-grade for Reserve duty participation and maximum age-in-grade for individual voluntary recall to active duty. The maximum ages for Reserve duty are: lieutenants, 36; captains, 42; majors, 48; lieutenant colonels, 53 and colonels, 58. Over-age-in-grade Reserve officers may obtain a waiver for one year if it is justified (May issue, AIR RESERVIST). The present maximum ages for recall to active duty for pilots in flying status are: lieutenants, 33; all others, 36. For observers in flying status: lieutenants, 36; captains, 41. For nonrated or rated in nonflying status: warrant officers, 58; lieutenants, 36; captains,

42; majors, 48; lieutenant colonels, 53 and colonels, 55.

Dear Editor:

Can a waiver of earning points required for retention in the NARS be obtained?

RWB

Portland, Ore

A waiver may be granted when an individual's primary AFSC is so directly allied with his civilian occupation that proficiency is considered to be retained by virtue of the civilian occupation. This action must be effected prior to reassignment to the IRS. Example: While in active military service, an officer served as an accountant, AFSC 6884. After being released from active duty the officer has obtained a job in civilian life as an accountant. Because his primary AFSC is directly allied with his present civilian occupation, he is qualified for a waiver.

Permanent Commission Certificate Available

Reserve officers who accepted the Indefinite Term Appointment (Permanent Commission) as a Reserve of the Air Force are eligible for a Certificate of Commission (DD Form 1AF), indicating acceptance of the tendered appointment.

The Certificate of Commission will be issued only upon the written request

of Reserve officers who have accepted the Indefinite Term Appointment, and all such requests should be addressed to the Commander, Air Reserve Records Center, 3800 York Street, Denver 5, Colo.

The following form is provided to assist the individual Reservist in making application for the Certificate.

HEADQUARTERS CONTINENTAL AIR COMMAND
AIR RESERVE RECORDS CENTER
3800 York Street, Denver, Colorado

Request Certificate of

Commission be issued to: _____
First Middle Last Name

Date of Indefinite
Appointment _____

Rank _____ Serial No. _____

Address _____

A CHAMPION

In One Easy Lesson

Many Reservists experience difficulty in earning 15 points required annually.

Here is a Reservist who collects points as a hobby and likes it.

EVEN FOR A MAN whose competitive spirit was aroused, 1st Lt William H. Longenecker, Jr, AFRes, had made more than an ambitious resolution.

His determination was to "outdo" every other Reservist of the Air Force in accumulating points over a 12-month period. In particular, he was out to break the 612-point record of Reservist Maj Ben S. Jordan of Denver, Colo (AIR RESERVIST, Sept 1953).

Without fanfare, but with a deep-seated conviction that he could accomplish his purpose, Lieutenant Longenecker launched a distinctive campaign to become the top man in the field of point-gaining activities. His method: via the extension course route.

Once he had completed several military correspondence courses, the task this California Reservist had set for himself did not appear to have such momentous proportions. Like a snowball rolling down a steep hill, Lieutenant Longenecker picked up more speed and points as he progressed. During one outstanding month he earned 302 points through correspondence study.

Scored goal. When he reached his goal on 28 Feb 54, he had amassed the phenomenal total of 766 points. He had begun his studies 1 Mar 53. During that time he earned a total of 722 points for extension work and 44 points for inactive duty training.

Why did he undertake the job?

In his own words, Lieutenant Longenecker said: "When I first started taking extension courses I had no intention of accumulating a great-point total solely for the sake of gaining points. I felt that a man in accepting and retaining a Reserve commission owes it to the service and to himself to prepare in every way possible to discharge more ably the duties assigned to him in the event of a national emergency. I felt that through extension work I could at least take a big step toward self-improvement.

"Then I started reading in The AIR RESERVIST about various men claiming the record for point earning and I

determined to outdo each and everyone if at all possible. With the limited number of courses available through USAF Extension Course Institute which were of interest to me, I realized that I would have to look elsewhere for more study material.

"As a result, I have completed courses from the Department of the Navy and the Department of the Army, including Corps of Engineers, Ordnance, Infantry, Chemical Warfare Service, Artillery and Quartermaster.

"From the USAF Extension Course Institute I have completed: Aircraft Maintenance Officer Correspondence Course, Transportation Officer Course, Academic Instructor Course, Statistical Services Officer, Air Tactical School

Phase, Photographic Officer and Basic Munitions.

"I might add," he concludes, "that anyone who fails to take advantage of the free education available through extension courses is not aware of the obligation he holds as a member of the Air Force Reserve. I would seriously question both the necessity and advisability of retaining a Reservist who finds it difficult to earn even 15 points annually. . . ."

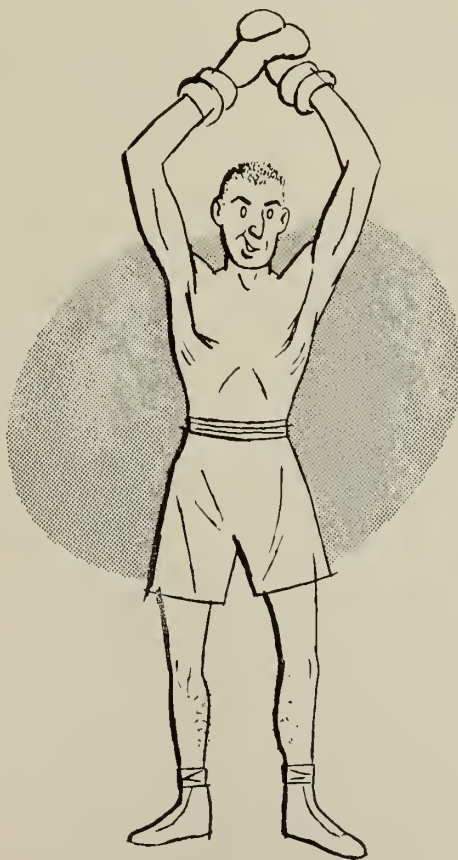
Free time! Certainly no laggard himself, Lieutenant Longenecker collected his points in the free hours he had from his job as a structural and hydraulic design engineer in Coachella, Calif. Simultaneously he was actively participating in the Air Reserve Squadron at Thermal, Calif.

Upon being discharged in January 1946, he resumed his college education and now holds a Master of Science Degree in Civil Engineering from the Univ of Wyoming—where the Army sent him originally for this course.

When Lieutenant Longenecker accepted his Air Force Reserve commission in 1949, his thirst for military education continued. He commenced taking the extension courses. In calendar year 1953 alone he acquired 645 inactive-duty points, of which 454 were obtained from the Extension Course Institute, 141 from the Army and 50 from the Navy.

In the first two months of this year he has collected another 302 course credit hours, or approximately 101 inactive-duty points. It seems likely that the lieutenant will break his own record this year. Doubtless he realizes the value of these points and the education that is accruing to him; but, above all, he is aware of the responsibilities that some day may fall to him, an active Reservist.

The story of Lieutenant Longenecker's point-getting activities, also those of Major Jordan and other conscientious Reservists who strive to improve themselves for service in the Air Force, should serve as an inspiration to their fellow Reservists.



Short Bursts

Count The Wives, Too

Wives of members of the Racine (Wis) Air Reserve Sq were invited to a recent Air Reserve meeting and those attending were oriented on the Reserve program being presented. The wives of eight members of the unit were present to start the "ball rolling" for the formation of a wives' club to include the wives of all members. It is anticipated that this project will knit more closely together the members of the unit and also serve as an "evening out" for the distaff side. It is also expected to serve as an attraction for new members not only for the Reserve unit but for the wives' club as well.

Recruiting Takes to TV

A panel-type Reserve recruiting TV program, designed to appeal not only to veterans but to their families as well, was recently aired over television station WSLV-TV Roanoke, Va. The program was written by Lt Col Wade Ballard II, deputy commander of the Roanoke Air Reserve Sq, and directed by Maj George W. Chernault, Jr, information services officer of the squadron. A feature of the program was a series of questions put to AFRes officials from several veterans present.

Veterans Day, November 11

President Eisenhower has signed legislation which changed Armistice Day, observed on November 11 of each year, to Veterans Day in honor of all servicemen and women who have served the United States of America. The legislation changing Armistice Day to Veterans Day appropriately had been recommended by the major veterans organizations. The ceremony of the signing of the bill was attended by those members of Congress who sponsored the measure as well as by officials of the various veterans organizations.

ANG Construction Set

Bids totaling nearly one million dollars have been opened for constructing and improving Air National Guard facilities in California. Sites to receive the new building program include Fresno's new ANG installation; Compton Air Guard armory; Van Nuys Air Guard armory and Del Paso Heights Air Guard armory.

Florida ANG Reaches 100%

The 159th Ftr-Bmr Sq of the Florida Air National Guard stationed at Jacksonville can now boast that it has 100% of its authorized strength plus. In addition to filling its manning table with 39 officers, 2 warrant officers and 406 airmen, it has a waiting list of applicants. This enviable record is matched by the activity of its members. Of the 26 fighter pilots assigned to the unit, three are nearing the 1,000-hour mark of jet time and five are over the 500 mark. The average flying time of each man in the group is 2,046 hours including 240 hours of jet flying.

ECI Has New Courses

The USAF Extension Course Institute has activated 14 new technical courses in the past 12 months. The new courses, part of the series of special education courses offered by ECI, cover such Air Force career fields as weather, intelligence, photography, radio, finance, aircraft maintenance, firefighting and munitions. Although all volumes of some of these new courses are not yet printed, applications are being accepted and initial study material is being distributed.

AFA To Meet in Omaha

The Air Force Association will hold its eighth annual National Convention and Reunion in Omaha, Nebr, 19-22 Aug 54. The convention program will include an Airpower Symposium, Industrial Luncheon, Airpower Banquet and an eight-hour Western Wing Ding. The speaking events will feature top military, government and industry leaders. A tour of Strategic Air Command Hq at nearby Offutt AFB is included on the program.

Reservists See 'Flashburn'

Members of the Raleigh (NC) Air Reserve Squadron traveled to nearby Fort Bragg recently for a first-hand briefing on Operation "Flashburn," the atomic maneuver held at the post. The Reserve squadron was briefed on the mission, concept, weapons and equipment used in the operation. Members of the aggressor forces were on hand to describe and demonstrate their role in the exercise.

Industrial College List Procedures

THE INDUSTRIAL COLLEGE of the Armed Forces has announced the establishment of standardized enrollment and application procedures for the correspondence course, "Emergency Management of the National Economy."

The course, an extensive study of various phases of national economy and allied subjects in an emergency, is offered to selected Regular, Reserve and National Guard officers in the grade of major and above on active or inactive duty. Reserve officers, regardless of rank, who have attended a National Resources Conference (formerly called the Field Economic Mobilization Course) are also eligible.

Designed to prepare officers for essential command, staff and planning assignments in the Department of Defense, the course is composed of six volumes.

The initial volume includes information on the nature of emergency management, administration management and economics and the need for public support. Ensuing volumes cover the Economy of Scarcity, Purchase and Procurement Planning, Essentials to Production, Allies, Neutrals and Enemies and Emergency Management.

New requirements. In addition to previously outlined requirements, Dept of Defense officials prefer applicants meet one or more of several criteria:

1. Hold an important civilian position in a field of endeavor which would contribute toward the national objectives in time of emergency.
2. Have a mobilization assignment to a major command headquarters or to an organization directly concerned with economic mobilization.
3. Have attended a National Resources Conference conducted by the ICAF or have completed major courses of high level in own service.
4. Have a college education or the equivalent.
5. Possess some military occupational qualification related to the field of economic mobilization.

Applications for enrollment will be addressed and mailed directly to The Commandant, Industrial College of the Armed Forces, Washington 25, DC. Additional information on the course may be obtained by referring to the USAF Extension Course Institute Catalog of the Air University.

AIR TRAINING COMMAND

AIR FORCE Reserve personnel, both officer and airmen, desiring to attend short-term refresher courses offered by the Air Training Command schools during FY55 should submit applications at the earliest possible date before the commencement of the desired course.

Courses for officers with the prerequisite AF Specialty Code (AFSC) will be given in 15 technical fields. A basic military course is open to newly commissioned chaplains who have had no prior USAF training. The Officer Candidate School is available to those airmen selected for officer training. With the exception of these two groups, all courses are for a period of 15 days each. The Chaplain Course is 56 days while OCS is 168 days.

These courses are designed to acquaint Reservists with the latest developments in fields of individual experience, consequently it is imperative that each applicant possess the AFSC pertinent to the course. Qualifications are prescribed in the USAF Training Prospectus. Eligibility for entry into refresher training courses may be established by either primary or additional AFSC.

A member of the AF Reserve may apply by writing a military letter to the office having custody of his field personnel file. The letter should contain the following information: name, rank, service number, course applied for, reporting date or alternate date, primary and additional AFSC, permanent residence and/or mailing address if different and Reserve affiliation.

Mobilization Assignees and Designees should name the USAF office to which they are assigned. Applications will be verified and forwarded to the Technical Training Air Force for approval.

Continental Air Command officials recommend that final arrangements to take leave of civilian work should not be made until orders are received to report to the military class for which application was accepted.

At press time only July's starting dates were available for courses to be offered in FY55. Other starting dates will be announced in subsequent issues of *The AIR RESERVIST*.

Officer Courses	Location	Starting Dates
Supply	Warren AFB	13 Jul 54
Aerial Photography	Lowry AFB	13 Jul 54
Intelligence	Lowry AFB	6 Jul 54
Intelligence (Adv)	Lowry AFB	6 Jul 54
Intelligence Photo		
Radar	Lowry AFB	6 Jul 54
Intelligence Photo		
Radar (Advanced)	Lowry AFB	6 Jul 54
Statistical Control	Lowry AFB	13 Jul 54
Budget and Fiscal	Lowry AFB	13 Jul 54
Personnel	Scott AFB	13 Jul 54
Aircraft Maintenance	Chanute AFB	6 Jul 54
Aircraft Armament	Lowry AFB	13 Jul 54
Communications	Scott AFB	13 Jul 54
Finance	Lowry AFB	6 Jul 54
Air Electronics	Keesler AFB	(not set)
Ground Electronics	Keesler AFB	"
Chaplain	Lackland AFB	monthly classes
Officer Candidate	Lackland AFB	each 3 months
Airmen Courses		
Aircraft Mechanic	Sheppard AFB	13 Jul 54
Supply Technician	Warren AFB	13 Jul 54
Armament Technician	Lowry AFB	13 Jul 54

AIR UNIVERSITY

SIX COURSES of the Air University are open to AFRes officers. Length of courses ranges from 15 to 300 days.

Officer Courses

Air War College
Associate Field Officer
Squadron Officer
Academic Instructor

Starting Dates—FY55

August 16
September 7
Sep 13, Jan 10, Apr 25
Jul 20, Sep 20, Nov 8, Jan 10,
Feb 28, Apr 18, June 6
June 13

Orientation (Field Officer)

Judge Advocate General Sep 8, Jan 10, May 9

Air Reservists may submit letters of request to the office having custody of their field personnel files.

INDUSTRIAL COLLEGE OF THE ARMED FORCES

THE INDUSTRIAL COLLEGE of the Armed Forces will again offer its National Resources Conferences in 16 cities commencing 20 Sept 54. Each conference takes two weeks, Mondays through Fridays, four to five hours a day. The purpose of these conferences is to cover economic mobilization, not at the local level but on the national and

REFRESHER COURSES

School Ball

international plane—to analyze the coordinated and joint efforts of the civilian and military during wartime.

In each selected city 50 spaces are allotted to AFRes officers living in the vicinity of that city who desire active duty (with pay if funds are available). An applicant may initiate a request through the Reserve unit to the commander of the air force area of residency within the month, but not later than two weeks, prior to the commencement of the course. Courses will be given on the following dates in the cities indicated: 1954; Sept 20-Oct 1, Milwaukee, Wis; Sept 27-Oct 8, Great Falls, Mont; Oct 18-Oct 29, Worcester, Mass; Oct 25-Nov 5, Chattanooga, Tenn; Nov 29-Dec 10, Durham, NC; Dec 6-Dec 17, Albuquerque, NMex. 1955; Jan 10-Jan 21, Little Rock, Ark; Jan 24-Feb 4, Sacramento, Calif; Feb 7-Feb 18, South Bend, Ind; Feb 28-Mar 11, Tampa, Fla; Mar 14-Mar 25, Spokane, Wash; Mar 28-Apr 8, Toledo, Ohio; Apr 18-Apr 29, Kansas City, Mo; Apr 18-Apr 29, Philadelphia, Pa; May 16-May 27, New York, NY; May 16-May 27, Austin, Tex.

ANG Personnel Testing Program Set

A personnel testing program to evaluate periodically the skills, aptitudes and job suitability of members of the Air National Guard will be put into effect beginning in September.

The tests are for the purpose of getting the best qualified men in each particular ANG job, most of which are highly technical. Given twice a year in each career field, the tests will keep each commander posted on the degree of skill of his men, their suitability for the particular jobs they hold and ability to advance to a higher job level.

"The Air National Guard Personnel Testing Program, like its counterpart in the Air Force," said Brig Gen Winston P. Wilson, Chief, National Guard

Bureau AF Div, "is calculated to put the right man in the right job. The Air Guard as a first-line component of the nation's aerial defenses cannot afford to have any square pegs in round holes."

Under the program the various career fields open to members of the ANG will be tested periodically each year. For example, tests in ANG units in the supply, maintenance and administrative fields will be carried out in September and March.

Testing of individual Air Guardsmen will be supervised by test control officers appointed by the numbered air force commanders under Continental Air Command from among air instructors assigned to ANG units.

Section 5 Committee Convenes at Pentagon

Members of the Air Staff Committee on National Guard and Reserve Policy (Section 5 Committee) met at the Pentagon last month and heard staff studies and presentations on the following subjects regarding the Reserve Forces:

AF Reserve recruiting program and funds for its implementation; Mobilization requirements for the Reserve Forces; Supervision of Reserve training by Continental Air Command; Flight pay for Reserve Forces' pilots; Reconsideration of policy regarding assignment of Section 5 and Section 252 officers; Aeronautical ratings of state ANG staffs; and Federal recognition of draft-eligible doctors.

Other subjects presented included: A report on the Task Force; Review of recommendations of the Reserve Forces Review Board; Reserve Forces program for FY55; Air Reserve Records Center; Aircraft equipping of Reserve Forces and transfer of Reserve Forces Aviation Engineer units to USAF.

The committee's recommendations on each subject are forwarded through the Chief of Staff to the Secretary of the Air Force.

Over the past five years, the committee has made over 305 recommendations to the Secretary regarding the Reserve Forces. Of this number about 270 were approved, about 20 were delayed for restudy and 15 were disapproved.

CAP Assists USAF's Recruiting Service

Civil Air Patrol has thrown the full support of its 80,000-member organization behind the new Air Force Recruiting Service.

This move was guaranteed when the National Board of CAP, meeting in Washington recently, unanimously adopted the following resolution:

"That the Civil Air Patrol assist the U.S. Air Force in its recruitment program as it pertains to acting as a distribution agency for recruitment posters and literature; interviewing prospective USAF enlistees; making arrangements for Recruiting Service personnel to present orientation talks (lectures) at assemblies and providing administrative assistance to Recruiting Service offices."

This action was taken at the request of Brig Gen Arno H. Luehman, commander of the newly established USAF Recruiting Service. The new service will have its headquarters at Scott AFB, Ill.

**DEADLY
DUDLEY**

There's Still Time!

MAIL YOUR APPLICATION
FOR YOUR
Training
Assignment

DON'T BE A'DUD'- STICK WITH IT!



Cross Country Report

More than 500 Civil Air Patrol leaders, members of Congress, Air Force officials and other dignitaries attended the recent biennial Congressional Dinner, climax of the three-day CAP National Conference, in Washington, DC. Principal addresses were delivered by Maj Gen Lucas V. Beau, CAP national commander; Speaker of the House Joe Martin; Gen Nathan F. Twining, USAF Chief of Staff; Gen Carl A. Spaatz, USAF (Ret), chairman of CAP's National Executive Board; and Honor Cadet Elwood V. Cartwright, Jr., of Newport News, Va.

★ ★

The Minneapolis Air Reserve Group came up with a new twist to stimulate unit training attendance—steak dinners. When Col Ronald F. Kennedy of the 9704th Sq challenged his brother squadron leaders, Col Ray Walker of the 9706th and Lt Col Wally Ek of the 9707th, they immediately accepted. The rules were simple: the squadron having the biggest percentage of its assigned strength at unit training meetings over the six-month period would be the winner; members of the winning squadron would be treated to steak dinners; losers would buy. The 9704th ate. Members of the 9706th and 9707th didn't mind the train on their pocketbooks as much as they minded the margin of losing—two-thirds of one percentage point. More important than the steaks though was the boost in attendance experienced by all three squadrons.

★ ★

Maj Gen Roger J. Browne has assumed command of the First Air Force, succeeding Maj Gen Howard M. Turner. General Browne's last previous assignment was as vice commander, Continental Air Command. General Turner was a delegate to the Panmunjom peace talks prior to assuming command of First Air Force in October 1952. General Browne's new duties will include the administration, training and logistical support of all AF Reservists in the 15 northeastern states under jurisdiction of the First Air Force.



Colonel Innacelli sees a familiar pen-and-ink drawing—his original portraiture of "Lindy".

The recent promotion of "Lucky Lindy," Air Reservist Brig Gen Charles A. Lindbergh, recalls a pen-and-ink portrait of him by Lt Col Frank L. Innacelli (AFRes) 25 years ago. The picture, drawn from a newspaper clipping, is considered one of the three best portraits of the Lone Eagle hanging in the Missouri State Historical Society Museum in St. Louis. Colonel Innacelli of the 88th Air Depot Wg, New York City, recently completed a two-week active duty tour at Scott AFB, Ill, and got his first chance to see the prize-winning drawing displayed in the Missouri museum.

★ ★

Perfect attendance at drills and field training for the past two years is the record achieved by four members of the state headquarters, New Jersey Air National Guard. They are: S Sgt Newton K. Wesley of Kingston, M Sgt Joseph P. Bovenzi of Manasquan, WO Louis R. Vocino of Trenton and A/1c Henry B. Fort, Jr, of Trenton.

★ ★

Gen Curtis E. LeMay, commander of the Strategic Air Command, has been awarded the 1954 American Legion Billy Mitchell Award. He was chosen as "the U.S. citizen making the most outstanding individual contribution to aviation progress." Secretary of the Air Force Harold E. Talbott made the presentation in New York City.

Air Reservist Maj John C. Morgan of Denver, WWII Medal of Honor winner, is back on active duty. The 39-year-old flier, who spent 14 months in a Nazi prison camp, has reported to Walker AFB, NMex for assignment with Strategic Air Command's 47th Air Division. It was on 28 July 43 that Reservist Morgan won the Medal of Honor. As co-pilot of a B-17, he flew the enemy-crippled bomber for two hours with one hand, holding its delirious, wounded pilot with the other while on a bombing mission over Germany.

★ ★

A local television newscast in St. Paul, Minn netted the AF Reserve an enlistment when it telecast a picture of an F-51 Mustang that had made an emergency crash landing. At his home viewing TV, Mr. Arthur P. Koehn caught a fleeting glimpse of the plane's serial number. What he thought he saw, turned out to be true. The next day he visited the AFRes 440th Ftr-Bmr Wg, Minneapolis-St. Paul International Apt, where the plane is attached, and found it was the same plane he crew-chiefed in 1951 at Luke AFB, Ariz. He promptly joined the wing and will train one weekend monthly as an AF Reservist.

★ ★

Teamwork between a Regular and a Reservist has recently brought official recognition to two alert Air Force "authors" at Floyd Bennett NAS, Brooklyn. T Sgt John W. Howell, of the 2230th AF Reserve Flying Training Center, and 1st Lt William Koch, an engineering officer of the AF Reserve's 8709th Pilot Training Wing (SE), are co-authors of a new manual which ConAC has accepted as standard for all T-28 aircraft maintenance trainees throughout the command. The new instruction manual, first of its kind, will speed and simplify training of Reserve mechanics learning to maintain T-28 training aircraft.

★ ★

Air Reservist Capt Manuel Fernandez, Jr, the 26th jet ace of the Korean conflict who downed 15 Communist aircraft, won individual honors with a score of 968.6 points in the Ninth Air Force's gunnery meet at Eglin AFB, Fla.

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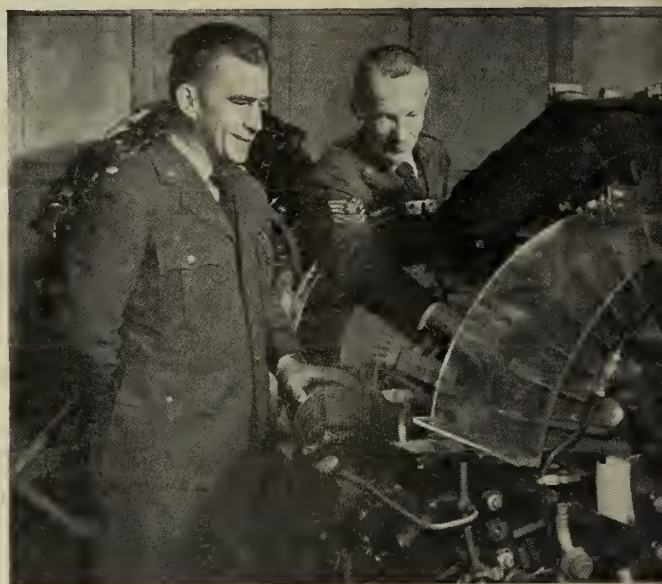
USAF Periodical 30-1

pictures of the month



During Armed Forces Week a leading Philadelphia department store hoisted the city's new Air Reserve Center with this striking display. In addition a public address system informed the Philadelphia public of the mission of the Air Reserve Center and the importance of trained Air Reservists.

SAC's latest reconnaissance bomber, the RB-47E Strotajet, shows its "eyes and brains." Manned by a pilot, co-pilot and photographer, the six-jet plane mounts as many as seven cameras at a time of its 16 camera assortment and carries flash bombs, cartridge flares and shutter-trip units.



Turnabout. Lt Col Tolmon R. Moger (L), Cmdr of the Reserve 445th Ftr-Bmr Wg, Buffalo, NY, receives jet instruction from M Sgt Robert W. Kling of a mobile training detachment from Chonute AFB. Sgt Kling was crew chief for Col Moger when they were stationed with a B-29 Gp on Guam in WWII.



Maj Edward Adom (R), Cmdr of the Appleton, Wis Reserve flight accepts the use of Lawrence College AF ROTC facilities for AFRes training from Lt Col James R. Wiley, professor of Air Science. Maj Perry Emmons (L) and other members of the AF ROTC staff will assist in giving the Reserve lectures.

45

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AUGUST 1954

THE AIR RESERVIST



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TEXAS BELL RINGERS see page 4



THE AIR RESERVIST

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ASSOCIATE EDITOR
Thomas R. Lenahan

ART DIRECTOR
2d Lt George Kruchko (AFRes)

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg, Washington 25, DC

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 Yark Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Bureau of the Budget approval of this magazine given on 27 June 1952.

Flight Training in Grade For AFRes Warrant Officers

AF Reserve warrant officers not in active military service may apply for pilot or aircraft observer training in warrant officer grade.

Upon successful completion of the flight training course, a Reserve warrant officer will be commissioned a second lieutenant in the Reserve of the Air Force.

Extended active duty orders for assignment to flying training in warrant officer grade will be issued only to those individuals who are found fully qualified and are selected for a specific flying training class.

Warrant officers placed on active duty from civilian status who are eliminated from the flying training program and not recommended by the Faculty Board for further flying training and do not desire further flying training will be released from active duty. Officers who are eliminated from flight training may enter another course of flight training if qualified and recommended by the eliminating authority.

In making application for flight training, AFRes warrant officers not in active military service should complete AF

Form 131 in duplicate and report to the nearest flight surgeon's office for complete medical examination for flying. The Reservist's application should then be submitted to the unit commander who will forward the application and accompanying documents to the Air Reserve Records Center, Denver, Colo.

Applications of Reservists qualified for flying training will be forwarded directly to Flying Training Air Force by the ARRC. Applications of Reservists found not meeting the requirements as outlined in AF Manual 35-7 will be returned to the applicant.

Reserve warrant officers who complete flying training will be commissioned as second lieutenants in the AF Reserve. They will be required to serve in commissioned status on extended active duty for a period of three years from date of graduation unless sooner relieved by competent authority.

Commissioned officers of the AF Reserve in and not in active military service, and Reserve warrant officers in active military service as airmen, also may apply for pilot and aircraft observer training in officer grade.

Air Force Association's Omaha Convention Opens on August 19th with Reserve Forces Conference

A Reserve Forces Conference will be one of the principal features of the 1954 Air Force Assn Convention in Omaha, Neb, George C. Kenney, AFA president, has announced.

The conference will be at 1300 hours on Thursday, Aug 19 and will open convention proceedings. The convention will end on Aug 22.

The conference will feature Maj Gen William E. Hall, Asst Chief of Staff for Reserve Forces and Brig Gen Winston P. Wilson, Chief of the AF Division, National Guard Bureau. Gen Hall is scheduled to make a presentation on the AF Reserve program, while Gen Wilson will discuss the Air Guard program.

These presentations will be followed by a question-and-answer forum giving Reservists and Guardsmen opportunity

to acquire firsthand information on plans and policies affecting their respective organizations.

Reservists and Guardsmen attending this conference will be able to participate in the "Airpower in the Hydrogen Age" Symposium on Friday, Aug 22 which will feature orientation lectures by top government and military leaders on our defense capabilities, including a complete SAC briefing.

Commenting on the Reserve Forces Conference, Gen Kenney said, "It offers a unique opportunity for members of our Reserve components to acquire up-to-date minute knowledge of modern airpower and the part they play in this concept which is so vital to the survival of democratic principles."

RESERVE BASIC AIRMEN TASTE—

THE REAL THING

By S/Sgt M. L. Prosser



Most basic trainees like Jerry Kwiatkowski look forward to firing range instruction under watchful eyes of veteran non-com, Sgt Edward P. Hallas.

The C-46 rose from Clinton County AFB's runway, neatly folded wheels into fuselage and roared northeast toward Buffalo, NY—home of the AF Reserve's 445th Fighter-bomber Wing. Its cargo, 42 new "grads" of a two-week basic training course, soon would be telling homefolk about their summer camp experiences.

John Williams, 17, and fellow basic airmen had dropped curtain on the accelerated version of the Regular AF's extensive 12-week indoctrination program.

Typical Trainee. Airman William is a stereotype of the nation's young AF Reserve and ANG basic trainees. His youth, enthusiasm about future days in the AF and general background are typical in the Buffalo wing and similar units throughout the country.

As long as Johnny can remember, military aviation has been a major part of his family's life. His dad, WWII pilot and AF Reserve major, influenced his desire for an AF career. Completion of basic training, he reasoned, was the

first milestone toward the family's second pair of silver wings.

Takes to military life. Johnny took to camp life like apple pie. He quickly learned to rise and shine early—at 0430 reveille. A light breakfast at home, he downed large helpings of camp cereal, ham, eggs and toast. Appetite recurred and each chow call was a welcome episode.

Barracks policing was a daily event. Bunk areas were swept. Beds were tightly made. The slightest wrinkle brought strong "hint" for a better job. Then came personal appearance. A clean uniform, sparkling shoes, smooth face and trimmed hair were the keys to passing rigid 0700 inspection.

Prior to camp, Johnny had only vague idea what psychological warfare meant. Now he could discuss it—and other military subjects—with boyish ease. He'd learned a lot in camp classrooms.

Training's quiet beginning gradually changed to feverish activity. One of its highlights occurred on the ninth day when Johnny and his flight mates boarded

a C-46 for a trip to Wright-Patterson AFB. There, after a chemical warfare lecture, they donned gas masks and filed into a tear-gas-contaminated room. On signal, they removed masks. Within seconds, they fully appreciated the mask's value.

The Ohio encampment wasn't designed primarily to provide basic training for the wing's non-prior-service members, even though this is the first year that they have been taken to mid-summer training in appreciable numbers by Reserve organizations. Primary value of the encampment was to give the 445th's 350 men opportunity to sharpen their military effectiveness and its pilots transition training in jet-type aircraft.

The Buffalo wing's early-July departure for summer encampment launched active duty training for AF Reserve units across the nation. By September, when Johnny Williams returns to Buffalo's Orchard Park High School, 1954's mid-year encampments for the AF Reserve's 25 wings will be history.



Mess attendant detail is performed with historical lack of enthusiasm by Basic Airman Edmund Molkiewicz in first taste of summer camp duty.



445th Fighter Bomber Wing's non-prior service airmen get good sample of traditional basic training "dressdown" from flight chief, Sgt R. Orbon.



Hensley Reserve recruiter M/Sgt Bybee explains the advantages of 8708th Pilot Training Wing affiliation in Ragsdale home, Arlington, Tex.

Saga of the TEXAS BELL RINGERS

by tom lenahan

One of the most remarkable recruiting projects in the history of the Air Force Reserve is being conducted at Hensley Field, Grand Prairie, Texas, near Dallas.

Perhaps its outstanding result to date is the catapulting of assigned airman strength in the 8708th Pilot Training Wing over 600—the initial Reserve wing to hurdle that mark.

Between 1 July 1953 and 30 June 1954, 637 new men have joined the organization known throughout the Southwest as "The Lone Star Wing." During the four-month period between 1 March and 30 June 1954, the eyebrow lifting total of 373 newcomers have joined the Hensley unit.

Mark well the four-month period. It's definitely monumental in the existence of the 8708th. The judgment of time may make it equally pre-eminent in the annals of the Air Force Reserve.

The tremendous success of Hensley recruiting, coming when a number of other Reserve organizations are experiencing rather low manning rates in efforts to augment all-important airman manpower complements, didn't just happen.

It is the fruition of intelligent approach to a difficult problem. It is attainment based on careful planning and precise action. It is the triumph of unswerving determination over discouraging circumstances.

The saga of Hensley recruiting success began at a conference last February between the commanders of the 8708th Wing and the 2596th Air Force Reserve Flying Training Center. The former is Col Jerry W. Davidson of Fort Worth, the latter Col Harry H. Culler of High Point, NC. Col Culler's is the Regular AF unit which supervises the 8708th's training.

Subject of the discussion was the wing's airman manning status. Although highly respectable in relation to other similar Reserve units, it didn't satisfy the two commanders.

They reasoned mutually that the wing, to be worthy of the name, should roster an absolute minimum of one-third of

authorized airman strength. Though their own choosing, both frankly admit the figure seemed ethereal at the time.

In reviewing the recruiting picture they discovered that no appreciable manpower net gain was shown albeit the wing had been awarded the Fourteen Air Force Recruiting Trophy for the first quarter of FY54 by enlisting 111 men. Attrition, since virtually negated by well-rounded airman training program had offset much of this effort.

The recruiting trophy, because no competition was held during FY54's second quarter, was still in Hensley possession at the time of the Culler-Davidson meeting. This attractive showpiece was established by progressive

minded Maj Gen Charles E. Thomas, Jr., Fourteenth Air Force commander, to bolster recruiting efforts in his area.

It had the desired psychological effect on the Hensley commanders. Although secondary to their primary desire to effect relatively strong airman manning, they freely admit that the trophy's loss was something they didn't care to face.

And lose it they would in the third quarter under strong bids from other Fourteenth wings—if something wasn't done quickly to resuscitate the lagging recruiting effort.

"Colonel Davidson and I agreed on three basic things," Col Culler remarked recently. "First, that the wing's airman manpower situation was a mutual problem. Secondly, that the solution to it must be a collaborative effort. And, finally, that our collaborative solution must spring from the most practical means.

"The problem was Colonel Davidson's, naturally. As wing commander, he is charged with staffing his organization. No airmen—no wing. It was mine, too. As AFRFTC commander, I'm responsible for supervising an airman training program. No airmen—no training program. Therefore, the problem was mutual.

Mutual Effort

"Our efforts had to be collaborative. We'd set our sights high. Our goal was a long way off. Neither his large part-time organization or my smaller full-time one could do the job alone. Pulling together, we felt we had a good chance of making it.

"We had to be practical—in a hurry. Only a month of the second quarter competition remained. I put forth an idea. Colonel Davidson matched it with one of his own. Others followed. By the end of the session we had evolved our recruiting plan."

The plan went into effect shortly thereafter. Recruits soon began ambling Hensleyward in greater numbers than ever before. They boosted the wing's quarterly total to 188. It was enough to capture the second leg of the Fourteenth Air Force trophy.

Essence of the plan is the personal contact. Previous Hensley Reserve recruiting programs mainly were based on newspaper, radio and television publicity, special promotional events, community relations projects, and direct mail contact. Designed to attract newcomers

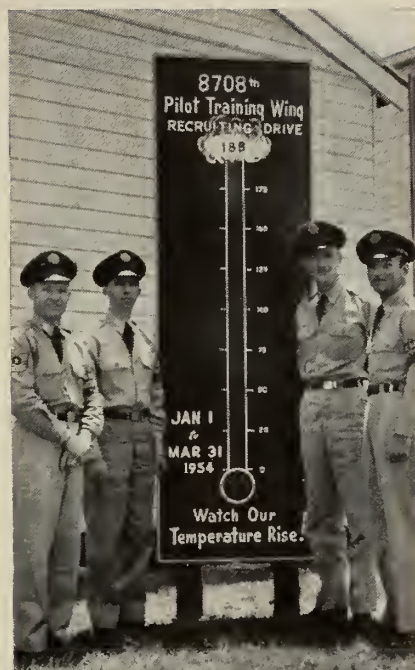
to the wing, their results were less than satisfying.

The personal contact approach was a direct reversal, relegating the "attraction" media to supporting roles. Basically, it brings the wing—brings the Air Force Reserve—to the prospective wing member.

Key man in the personal contact operation is an energetic young Reservist out of—Sam Houston forgive us!—Flint, Michigan. By name 1st Lt Victor W. Rein, he is a Michigan State College AFROTC grad and was a salesman prior to entry into active military service.

Lt Rein is the AFRFTC's Reserve Personnel Officer. A natural for the job, he is also Hensley's Reserve Recruiting Officer.

"The Air Force Reserve is essentially a civilian organization," he observed a few weeks ago. "Reserve membership and wing affiliation can be 'sold' only



Sgts Rose, Blackburn, Wilson and Bybee (l-r above) have just seen same evidence of their recruiting efforts as wing manning thermometer saars.

1st Lt Victor W. Rein (below), Reserve recruiting officer, swears in small fraction of 637 newcomers affiliating with "The Lane Star Wing."



to civilians. To be 'sold' successfully, it must be presented like some civilian commodities. We ring doorbells."

Lt Rein heads up a full-time "sales" force of eight senior NCOs assigned to the AFRFTC. He also coordinates the activities of 17 part-time "sales" teams composed of wing members.

The eight veteran NCOs, with the approval of Fourteenth Air Force headquarters, were borrowed from authorized AFRFTC positions for a 90-day period. Dubious volunteers all, none had previous recruiting experience. Col Culler

promised to honor request from any of the tyro "salesmen" for return to regular duty at the end of 90 days.

"Sales" territories assigned to the AFRFTC and wing recruiters illustrate practicability in problem approach.

Wing effort, being part-time, at best could hope to produce only sporadically. Dallas and Fort Worth, therefore, were turned over to the eight full-time AFRFTC recruiters who were assisted by resident wing members. Each city was split into four segments. Each NCO drew a segment as his "permanent" territory.

COVER—M/Sgt Charles H. Bybee, Hensley Reserve recruiter, indicates benefits of Reserve affiliation published in *The Air Reservist* to young Vance Ragsdale and dad.



Col Harry H. Culler

(Continued from preceding page)

Land within a 100-mile radius of Hensley Field outside the Dallas and Fort Worth city limits was assigned to the wing's part-time recruiting teams.

The eight AFRFTC sergeants were each assigned a motor vehicle to facilitate coverage of his respective territory. Five were rented by Col Culler under USAF-approved contract to augment three of the AFRFTC's government-owned cars.

They next received 16 hours of training in modern door-to-door sales techniques from Lt Rein. Then he issued transparent plastic exhibit folders resembling those carried by storm-window salesmen. Attractively highlighted in them were the details and benefits of Reserve and wing affiliation.

The NCOs also received special arm-bands identifying them as Reserve recruiters, printed calling cards, Reserve promotional leaflet "handouts" and a list of "prospects" culled from NARS listings, separation orders, ECI lists, etc.

On the morning of March 1, Lt Rein gave his eight "salesmen"—M/Sgts Charles H. Bybee, James C. Rose, William R. Larson, Kenneth W. Banister, Clyde A. Wilson and Paul R. Hackney and T/Sgts Zane G. Blackburn and Leonard E. Moncrief—the "green light."

When the figures were counted up

ATTERBURY MANNING PROJECT

A Reserve recruiting drive, like the current Hensley project, was concluded successfully at Atterbury AFB, Ind, during July-Dec 53. When it began, Atterbury's 434th TC Wg had an assigned strength of 130 officers and 123 airmen, one of the lowest in ConAC. At its end, it had 201 officers and 296 airmen, a net gain of 247 Reservists.

exactly 120 days later, they revealed that 373 recruits had joined the wing during that period, virtually 80 percent of them attributable to "the selling sergeants."

The job wasn't a breeze. Their work-days were long—extending into post-dinner hours. A lot of doors were slammed in their faces. Sgt Blackburn was bitten by a watchdog. Sgt Bybee was chased by a "prospect" armed with a tire iron. They took it philosophically, remained undaunted. It was a challenge they couldn't deny. None asked to be relieved at the end of the trial 90 days—or thereafter.

"We kept telling ourselves the next 'sale' was just around the corner," Sgt Blackburn says. "And it usually was."

"I've been invited in to dinner several times," adds Sgt Bybee appreciatively.

Lt Rein explained that his eight crack "salesmen" each average 30 interview-type calls a week. These are over and above the many quick "noes" and "nobody homes" they experience. All file with him a daily "sales" report and they gather each week for a meeting at which problems and techniques are discussed.

Experience valuable. The recruiters have profited from experience. They've learned, for instance, that they "sell" a "prospect" in two calls or not at all, and that an indirect approach is sometimes better than the direct.

"If the 'prospect's' a youngster with no prior service," Sgt Moncrief says, "I often try to 'sell' his parents on the advantages of Reserve affiliation. If they buy, generally he buys."

"If the 'prospect's' married, I usually take a quick look around the house," Sgt Larson states. "When the refrigerator or furniture looks old, I stress Reserve pay."



Fourteenth AF Reserve Recruiting Trophy

"To the wife," Sgt Bybee adds with a wink. "Especially when she wears the family's first sergeant stripes."

So pleased was Col Culler with the performance of the AFRFTC recruiters that he requested and obtained Gen Thomas' approval of a 90-day extension of their project.

His confidence was not misplaced. In June they added 113 new men to the wing putting Hensley in top running for the third leg and permanent possession of the Fourteenth Air Force's Reserve Recruiting Trophy.

Today Cols Davidson and Culler both are gratified by the results of their memorable February conference. "We're comfortably over the 600 assigned airman level," the latter concluded, "and are now gunning for 750. If I can keep my sergeants on those doorbells, maybe we'll make it."

If they don't run out of doorbells, they probably will.



Discussing wing participation in current Hensley recruiting drive are 8708th's Maj. Cooper, Sgt Milburn and Col Davidson and AFRFTC's Lt Rein.

NARS Reservists Get New Postal Card Survey Form

Officers and airmen not assigned to unit training elements of the Air Force Reserve will be surveyed during FY55, extending from 1 July 1954 to 30 June 1955, by means of a simplified postcard-type form developed by Continental Air Command headquarters.

This survey will affect only those Reservists assigned to the Non-Affiliated Reserve Section, Ineligible Reserve Section and the Inactive Status List Reserve Section.

The Air Reserve Records Center began mailing the new survey form this month to Reservists assigned to NARS, IRS and ISLRS.

When folded, the tri-sectional card form measures only 5 x 8 inches. Titled the "AF Reserve Annual Status Report," it has been designated ConAC Form 1003-3.

Reservists receiving the form are responsible for entering the required information and mailing it within 30 days of date of receipt to the Air Reserve Records Center, Denver, Colo.

A maximum of 16 entries, some only a "check" mark, need be made by any Reservist executing the form. These entries are to be made in the upper and center segments of the form. The bottom segment, containing instructions for execution of the form, may be detached and discarded after this has been accomplished.

In general, entries to be made on the form pertain to the Reservist's address; dependency, medical and Reserve status; occupation and education.

The new form is not to be utilized by officers and airmen assigned to ConAC Reserve units and mobilization positions. They will continue to be responsible for execution of documents listed in ConAC Regulation 35-15.

AF Reserve Nurses To Train with ANG

Nurses of the Air Force Reserve have been authorized to train with hospital units of the Air National Guard, marking the first time in the National Guard's 300-year-old history that women have served with the Guard in peacetime.

A total of 162 nurses, six in each of the ANG's 27 tactical hospitals, will fill mobilization assignments. These nurses will retain their Reserve status while in training.



Mail Bag

Dear Editor:

Upon release from active duty my AFSC was 7024. Why was it changed to 702?

RDM
Savannah, Ga.

The fourth digit of your AFSC is your skill level in that Career Field. For Reserve records, only your Career Field is recorded. Upon entry to active duty, you will be given a fourth digit to your AFSC, according to your skill at time of entry on active duty.

Dear sir:

Why can't I receive the \$100.00 additional active duty allowance and the \$50.00 uniform maintenance allowance simultaneously?

RST
NY, NY

The \$100.00 payment bars claimant from entitlement to \$50.00 maintenance allowance until four years after release from active duty. The \$50.00 maintenance allowance is payable on completion of four years of satisfactory federal service, 28 days of which are served on active duty within the four-year period, and the wearing of the uniform for training at unit meetings is certified to by the unit commander.

Dear sir:

A Reservist who is granted a waiver of participation requirements fails to accrue at least 50 points each year from 1 July 1949 through 30 June 1953. As a member of the Nonaffiliated Reserve Section with a waiver of participation requirements, are years since granting of waiver considered satisfactory for retirement purposes?

TMP
San Diego, Calif

No. A member of the AF Reserve must accrue at least 50 points each

anniversary year to be credited with a satisfactory year for retirement purposes. Waiver of participation requirements permits the Reservist retention in the NARS only. Such waivers do not operate to credit 50 points a year for retirement purposes.

Dear sir:

If a Reservist, who has elected an option under the Contingency Option Act of 1953 whereby his widow will receive a portion of the Reservist's retirement pay upon his death, dies before he retires, will the widow receive any benefits?

LTO
Dallas, Tex

No. Benefits are paid only subsequent to retirement and death of the member.

Dear Editor:

Does assignment to the Ineligible Reserve Section prohibit me from participating in Reserve activities?

MTL
Alpena, Mich

Yes. Reservists assigned to the Ineligible Reserve Section may not earn points toward retention, promotion or retirement. Assignment in this category may result in discharge or separation from the AF Reserve program.

Dear Editor:

Where do I file a claim for mustering out pay?

EDC
Ocala, Fla

If initial payment has been received, forward claim to the Finance Office which made the payment. If no initial payment has been received, claim should be forwarded to the Commander, Air Force Finance Center, 3800 York St, Denver, Colo, Attn: Military Pay Division.

Comments and queries of an unofficial nature may be submitted to the Editor of The AIR RESERVIST, Room 834, Old Post Office Bldg, Wash, DC, for possible publication in this column. Letters should be brief and of general interest. Author's name should be given, but will not be printed if so requested. No personal mail replies can be made.

New AIR



Philadelphia's Mayor Joseph S. Clark, Jr (Col, AFres) and Major General Roger J. Browne, First Air Force Commander, open the city's new AResC.



Lt Col Glenn Rothelle (at the head of the table), Ft Worth (Tex) AResC, and his staff members study the future requirements of the Air Reserve.

Addresses of 50 Air Reserve Centers organized throughout the nation between April 1 and June 30 are indicated below. Many of the new Centers, all of which are the hubs of AF Reserve activities in their respective geographical areas, have been located at facilities rented from federal and civic agencies on long-term leases. Negotiations to place similarly other Centers are currently in process and may result in the relocation of some Centers within their own areas. Changes of address will be indicated in subsequent issues of the AIR RESERVIST as they occur.

FIRST

Air Force

Albany Air Reserve Center
38 Chapel Street
Albany, New York

Dayton Air Reserve Center
7 East 4th St.
Dayton, Ohio

Baltimore Air Reserve Center
2101 West Rogers Avenue
Baltimore, Md.

Harrisburg Air Reserve Center
New Cumberland General Depot
New Cumberland, Pa.

Boston Air Reserve Center
Boston Army Base
Boston, Mass.

Hartford Air Reserve Center
500 Capitol Avenue
Hartford, Conn.

Columbus Air Reserve Center
Building 124
Fort Hayes
Columbus, Ohio

Louisville Air Reserve Center
Steward Hall
7th and Kentucky Sts.
Louisville, Ky.

Cleveland Air Reserve Center
1510 Euclid Avenue
Cleveland, Ohio

Newark Air Reserve Center
241 Springfield Avenue
Newark, N. J.

Buffalo Air Reserve Center
2050 Elwood Avenue
Buffalo, N. Y.

New Haven Air Reserve Center
294 Cedar Street
New Haven, Conn.

RESERVE Centers

New York Air Reserve Center
346 Broadway
New York, N. Y.

Rochester Air Reserve Center
1044 University Avenue
Rochester, N. Y.

Philadelphia Air Reserve Center
Trade School Building
1626-8 Arch Street
Philadelphia, Pa.

Washington Air Reserve Center
Old Post Office Bldg.
12th & Penna. Ave. NW
Washington, D. C.

Pittsburgh Air Reserve Center
1428 Penn Avenue
Pittsburgh, Pa.

Syracuse Air Reserve Center
111 North Warren Street
Syracuse, N. Y.

Providence Air Reserve Center
One Washington Avenue
Providence, R. I.

Springfield Air Reserve Center
15 Bliss Street
Springfield, Mass.

Richmond Air Reserve Center
900 North Lombardy St.
Richmond, Va.

Wilkes-Barre Air Reserve Center
146 South Main Street
Wilkes-Barre, Pa.

FOURTEENTH

Air Force

Nashville Air Reserve Center
Building 312
Thayer VA Hospital
Nashville, Tenn.

Tampa Air Reserve Center
Drew Field
4820 North Luis Avenue
Tampa, Fla.

New Orleans Air Reserve Center
833 St. Charles Avenue
New Orleans, La.

Austin Air Reserve Center
Old Post Office Bldg.
Austin, Tex.

Oklahoma City Air Reserve
Center
Will Rogers Field
Oklahoma City, Okla.

Birmingham Air Reserve Center
44 Calder Building
1724 Third Ave. N.
Birmingham, Ala.

Shreveport Air Reserve Center
601 Oakley Drive
Shreveport, La.

Charlotte Air Reserve Center
101 North Graham Street
Charlotte, N. C.

Atlanta Air Reserve Center
1000 Peachtree Street
Atlanta, Ga.

Fort Worth Air Reserve Center
300 West Vickery Street
Fort Worth, Tex.

Tulsa Air Reserve Center
205 South Cheyenne Street
Tulsa, Okla.

Houston Air Reserve Center
1200 Bissonnet Avenue
Houston, Tex.

TENTH

Air Force

Chicago Air Reserve Center
226 West Jackson Blvd
Chicago, Ill.

Omaha Air Reserve Center
30th and Fort Streets
Omaha, Nebr.

Detroit Air Reserve Center
Central Air Procurement Bldg.
West Warren & Lonyo Blvd.
Detroit, Mich.

Minneapolis-St. Paul Air Reserve
Center
1022 Nicollet Avenue
Minneapolis, Minn.

Indianapolis Air Reserve Center
Goodman Building
30 West Washington Street
Indianapolis, Ind.

Denver Air Reserve Center
Building 56
Denver Federal Center
Denver, Colo.

Kansas City Air Reserve Center
1209 Walnut St.
Kansas City, Mo.

Milwaukee Air Reserve Center
6081 North 43rd Street
Milwaukee, Wis.

St. Louis Air Reserve Center
Old Customs House
Eighth & Olive Sts.
St. Louis, Mo.

FOURTH

Air Force

Los Angeles Air Reserve Center
932 North Western Ave
Los Angeles, Calif.

San Bernardino Air Reserve
Center
Norton AFB, Calif.

Portland Air Reserve Center
Building 989
Vancouver Bks, Wash.

San Francisco Air Reserve Center
Fort Miley
San Francisco, Calif.

Sacramento Air Reserve Center
2929 Fulton Avenue
Sacramento, Calif.

Seattle Air Reserve Center
Sand Point Naval Air Station
Seattle, Washington

Salt Lake City Air Reserve Center
Naval Supply Depot
Clearfield, Utah

Reservists May See ARRC Master Files

Air Force Reservists visiting Denver are given an opportunity to inspect their own master personnel records at the Air Reserve Records Center, 3800 York St, in the Colorado metropolis, under provisions of paragraph 6b, AF Regulation 31-9.

Master personnel records may be inspected at ARRC Monday through Friday from 0800 to 1500 hours.

Reservists desiring to inspect their records are requested to notify ARRC of their intention to visit the Records Center for this purpose at least 24 hours in advance in writing or by telephone.

Telephone notification may be made by calling Tabor 5-1161, Extension 6303 or 6332.

In unusual circumstances, Reservists may inspect their master personnel records at hours other than those noted.

Over 2,300 Reserve Officers Promoted

Continental Air Command headquarters has announced promotion of 2,355 AF Reserve officers assigned to Air Reserve groups and squadrons throughout the country.

A numerical breakdown by rank includes 1,074 2d Lts promoted to 1st Lt, 1,217 1st Lts to captain and 64 captains to major.

In the First AF area, 252 2d Lts were upped to 1st Lt, 317 1st Lts to captain and 17 captains to major.

Fourth AF promotions included 267 2d Lts to 1st Lt, 271 1st Lts to captain and 15 captains to major.

Officers in Tenth AF upgraded were 233 2d Lts to 1st Lt, 336 1st Lts to captain and 16 captains to major.

Fourth AF residents promoted were 321 2d Lts to 1st Lt, 293 1st Lts to captain and 16 captains to major.

First Flight for YF-84J

First flight of the YF-84J at Edwards AFB's Flight Center in California has been reported. Flight was made in the first of two of this type aircraft ordered for experimental purposes. The "J" model is the latest in the series of Thunderstreak fighter-bombers capable of airlifting an atom bomb. The new YF-84J is powered by the GE-J-73. Its air intake duct, fuselage, dive brake area and internal systems have been redesigned.

COLORADO SPRINGS

Ranchland To Get Face Lifting and New Adornment

Over 15,000 acres of Colorado's rolling countryside, a choice spot a few miles north of famed resort center Colorado Springs, is destined for a first-rate face lifting.

The site, labeled by Air Force Secretary Harold E. Talbott as "admirable for the establishment and development of the United States Air Force Academy," will exchange its ranchlike appearance for modern aeronautical college buildings and a landing field.

Hundreds of scrub pines and tons of red soil beneath their branches are scheduled to be shuffled about by giant machines as engineers and construction experts build the Air Force's counterpart of Army's West Point and Navy's Annapolis.

The grounds, later to serve as a spacious campus for the \$126,000,000 institution, is nestled amid one of the nation's finest resort areas. Delightful summer climate and mild, invigorating winters will contribute much to the Academy's planned physical training and flying training programs.

The academy, to include modern classrooms, a library, laboratories, dormitories, athletic fields and other typical college structures and a flying strip, is tentatively scheduled to be ready for occupancy by 1957, junior year of the school's first class. The class will spend its first two years in temporary facilities in the Denver area, 60 miles north of Colorado Springs.

Students selected for the initial class will find it unwise to expect an "easy" four years. Students can expect a course which covers almost everything in the liberal arts and social science fields and many aspects of technical sciences.

In addition to "typical" courses taught at various colleges, academy students will encounter numerous technical subjects ranging from algebra to thermodynamics and aircraft design.

A considerable portion of the four years will be spent covering what the Air Force has tagged "Airmanship Training." This training will be broken down into four broad training programs: basic training, physical training, flying training and leadership training.

Basic training, as the name implies, will be similar to the indoctrination program given to all new Air Force men. Physical training will feature most-

ly intramural athletics with emphasis on individual and team sports. Leadership training will be similar that given at the U.S. Military Academy.

Flying training will be divided into three parts. During the first phase the cadet will take occasional "local" flights as a passenger. He will spend a lot of time along the flight line.

The second part, to last until the senior year, will involve over 355 hours of ground instruction and 170 hours of actual flying. Completion of the course will entitle the cadet to wings of an aircraft observer.

Phase three takes place during the senior year and will include 50 hours of instruction in the air and an additional 150 hours of ground training. Successful completion of this phase, will entitle the student to continue pilot training after graduation from the Academy.

Staff Assignments Open To ANG, AFRes Officers

Reserve or Air National Guard officers serving on extended active duty in commissioned grade are being afforded the opportunity to apply for key staff positions under provisions of the Armed Forces Reserve Act of 1952 (Section 252). This section of the Act provides for military positions to be filled specifically by members of the Reserve components to assist and participate in the preparation and administration of policy and regulations affecting them. The purpose of this is to ensure that the Reserve components are adequately represented at planning levels throughout the Air Force.

Although the present regulation (AFR 36-79) provides that both officers on extended active duty (EAD) and those not on EAD may apply for such positions, recalls are so restricted (probably will not exceed 250 during entire FY55) that assignment eligibility has had to be limited to only those officers on EAD, preferably in grades of lieutenant colonel and above.

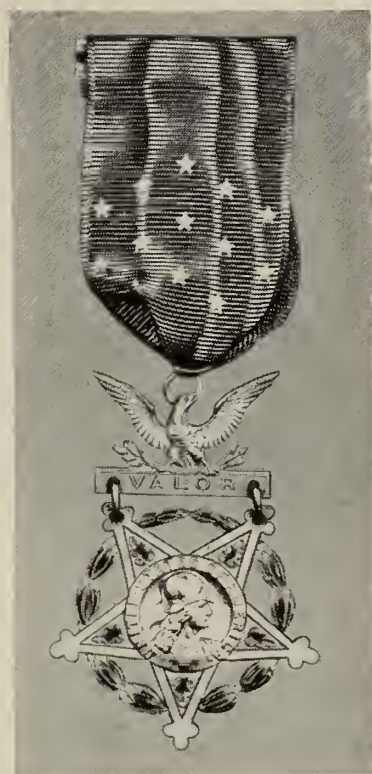
Assignment to this type of duty provides the career AF Reserve or ANG officer on EAD the opportunity to enhance his value not only to the Reserve components but to the Air Force in the developing of USAF policy from the Reserve component's viewpoint.

★ ★

Reservist and Honor Medalist

Captain John S. Walmsley Jr.

★ ★



The Medal of Honor has been awarded posthumously to an Air Force Reservist for conspicuous gallantry and repidity beyond the call of duty in action with the enemy during the Korea hostilities.

Capt John S. Walmsley, Jr, a B-26 pilot, thus became the first man in history to receive the nation's highest award while serving as a member of the AF Reserve. Other AF Reservist holders of the Honor Medal earned it as members of the Army Air Forces during WWII.

Capt Walmsley, fourth AF representative to be so honored for Korea heroism, is the first bomber pilot to be named for the congressional decoration since the end of the war with Japan in 1945. According to the citation which ac-

companied the award, Capt Walmsley, while flying his 25th mission against the Communists, near Yangdok, Korea, on the night of 14 Sept 1951, "sighted an enemy supply train which had been assigned top priority as a target of opportunity.

"He immediately attacked, producing a strike which disabled the train, and, when his ammunition was expended, radioed for friendly aircraft in the area to complete destruction of the target. Employing the searchlight mounted on his aircraft, he guided another B-26 aircraft to the target area, meanwhile constantly exposing himself to enemy fire. Directing the incoming B-26 pilot, he twice boldly aligned himself with the target, his searchlight illuminating the area, in a determined

effort to give the attacking aircraft full visibility.

"As the friendly aircraft prepared for the attack, Captain Walmsley descended into the valley in a low level run over the target with searchlight blazing, selflessly exposing himself to vicious enemy antiaircraft fire. In his determination to inflict maximum damage on the enemy, he refused to employ evasive tactics and valiantly pressed forward straight through an intense barrage, thus insuring complete destruction of the enemy's vitally needed war cargo. While he courageously pressed his attack, Captain Walmsley's plane was hit and crashed into the surrounding mountains, exploding upon impact. His heroic initiative and daring aggressiveness in completing this important mission in the face of overwhelming opposition and at the risk of his life reflects the highest credit upon himself and the United States Air Force."

Capt Walmsley was born in Baltimore in 1920. A graduate of the Univ of Maryland, he was a flight instructor at Turner Field, Ga, during WWII, and later served for three years in Japan. His other awards were the DFC and Air Medal with one Oak Leaf Cluster.

Gen Nathan F. Twining, AF Chief of Staff, recently presented the medal to Capt Walmsley's widow in a ceremony at Bolling AFB attended by her two daughters.



Mrs. Flora Walmsley, Silver Spring, Md., receives from Gen. N. F. Twining, AF Chief of Staff, Honor Medal posthumously awarded AF Reservist husband.

Short Bursts

Backs Summer Training

A Seattle Chamber of Commerce resolution urges local employers to permit Reservists to schedule vacations coincidentally with unit summer encampments; to give Reservists opportunity for part-time summer employment and allow them time off to attend summer training without prejudicing their chances of employment; and to make job applicants feel that Reserve unit membership will not jeopardize opportunity for employment and advancement.

Career Benefits Proposals

A comprehensive legislative program concerning AF careers has been submitted by the Air Force. Some of the proposals have already been enacted. Others are being processed in the Executive and Legislative branches of Government. These include adequate medical and dental care for dependents, allowance for additional PCS expenses, equalization of benefits between Regulars and Reserves, improved survivor benefits for personnel, dependent education overseas, additional and more adequate family housing and GI Bill type educational benefits for servicemen.

Non-stop Stratojets

Three SAC B-47 Stratojets recently made a 6,700-mile non-stop flight from March AFB, Calif to Yokota Air Base, Japan. It was the longest point-to-point non-stop flight ever made by jet aircraft. Making the flight in 15 hours for an average speed of 446 mph. the B-47s were refueled en route twice by tanker planes.

Option Act Documents

Reservists with over 17 years service who have not received AF Pamphlet 34-4-6 on the Uniformed Services Contingency Option Act of 1953 and AF Form 80G for election of related options should request them from the Air Reserve Records Center, 3800 York St, Denver 5, Colo at least six months prior to completion of 18 years service. Those failing to elect options prior to completion of 18 years service will be excluded from Act benefits.

Contract Schooling Increase

Four and Fourteenth AFs stepped up their usage of contract school funds during the latter part of Fiscal Year 1954, and at the end of June were using four times as much as First and Tenth AFs on the whole year's basis.

ANG '54 Register Issued

The 1954 Air National Guard Register, containing names of all federally recognized officers and warrant officers of the states, territories and District of Columbia, has been printed and distributed. Material furnished is similar to that for Regular officers in the Air Force Register. Each ANG general gets a free copy. Besides distribution to all ANG units, copies go to various USAF commands.

ECI Has New Courses

The USAF Extension Course Institute has activated 14 new technical courses in the past 12 months. The new courses, part of the series of special education courses offered by ECI, cover such Air Force career fields as weather, intelligence, photography, radio, finance, aircraft maintenance, firefighting and munitions. Although all volumes of some of these new courses are not yet printed, applications are being accepted and initial study material is being distributed.

Pay Data Available

Many AF Reservists and Air Guardsmen are not aware that a Pay Information Record, AF Form 635, is maintained for each individual receiving either inactive-duty or summer-training pay or both. They may request to examine this pay record any time at their unit headquarters. The form contains such items as incentive pay, tax withholdings, training periods covered by a particular pay, and other information of a financial nature. In the near future, Continental Air Command will distribute a wallet-size pay information card to be issued to each Reservist and Air Guardsman assigned to a paid unit.

AF Reservists At ROA Confab

About 300 AF Reserve officers attended the 28th national convention of the Reserve Officers Association in Omaha June 16-19. Undersecretary James H. Douglas and Maj Gen R. C. Harmon were featured AF speakers.

Recorded were resolutions in support of improved Reserve training on a voluntary basis; the Reserve Officers Personnel Act (passed by the House and now in the Senate); creation of an Office of Asst Secretary of Defense for Reserve Affairs; restoration of active duty service benefits; summer training tours in commissioned status for officers on active duty as airmen; six months notice to Reservists prior to release from EAD; and equitable quotas for Reservists in service schools.

ROA also directed its national headquarters to encourage the Air Force to provide active duty Information Services Officers at Air Reserve Centers; higher priority personnel to work with the Reserve Forces, and adequate Air Reserve Center facilities.

J. Strom Thurman, Army Reserve colonel and ex-Dixiecrat White House hopeful, was elected ROA president for one year. Detroit's Col J. W. Richardson and Randolph AFB's Capt C. R. Koon were named senior and junior v-p for air respectively. Maj S. M. Swedding, Miami, was elected to the National Executive Committee for Air.

Boston and New Orleans were selected as respective 1955 and 1956 convention sites.

Lt. Gen. Leon W. Johnson, ConAC Commander, and Maj. Gen. William F. Hall, USAF's Asst Chief of Staff for Reserve Forces, also represented the Air Force at the convention. Gen Johnson's staff was represented by Maj Gen George G. Finch, and Brig Gens Robert E. Condon, James B. Burwell and Joseph A. Bulger.

ConAC's First, Fourth, Tenth and Fourteenth AFs were represented by their respective commanders, Maj Gen Roger J. Browne, Alfred A. Kessler, Richard A. Grussendorf and Charles E. Thomas.

RESCUE

is his business



New York City Police Sgt Gerald J. Crosson greets the AF Reserve's crack helicopter pilot, Lt Col Crosson.

Last fall when Sgt Gerald J. Crosson returned to duty with the Aviation Bureau of New York City's efficient Police Department, the *New York Daily News* signalized the occasion, with the following quotation:

"They hauled out the red carpet for Sgt Gerald Crosson yesterday at Floyd Bennett Field in Brooklyn, and the way they treated him you would think he was a lieutenant colonel."

The newspaper's reference to lieutenant colonelcy became understandable after subsequent explanation that the rocky 41-year-old native of Staten Island is entitled to the rank and that his symbolic silver leaves are just as appropriate on his broad shoulders as the three blue chevrons on his arms.

You've probably already guessed the answer. Sgt Crosson, one of New York's best known helicopter pilots—is a lieu-

tenant colonel in the Air Force Reserve.

Welcome helicop

The day Col Crosson got back into the dark blue uniform of the "helicop," as the *News* colorfully put it, was one he won't forget. He'll remember it for the royal welcome received from police buddies and host of friends around the metropolis. He'll recall it, too, as the final curtain on an action-packed 28-month tour of active duty with the Air Force.

This side of the curtain, reflected Reservist Crosson recently, is far removed from the other which he knew as Korea. There, as commander of a helicopter squadron of the USAF's Air Rescue Service, he personally flew 105 life-saving missions into combat zones and besides directed evacuation of thousands of trapped and wounded US and

South Korean footsoldiers.

He brought home a pair of clusters for his Air Medal and a citation from ROK President Syngman Rhee, tangible evidence of his boundless devotion to the reclaimable.

A senior pilot, flying has been Col Crosson's vocation and avocation for many years. Korea was his second combat tour in the Orient. During WWII, he commanded B-26 and B-29 squadrons there and was awarded the DFC, Air Medal and Purple Heart.

Today, although beyond the daily lethal dangers of war, he is still going into Death's dark valley to bring out the trapped and the dying. When news reports indicate a NYCPD Bell 47-DI copter has lifted trapped sailors off a blazing tanker or a drowning fisherman from the treacherous waters around Gotham, it's a 50-50 bet Sgt Crosson was at the whirlybird's controls.

Shortly after return to civilian status, the colonel became operations officer of the AF Reserve's 88th Air Depot Wing. At this writing, he had just resigned the post to request mobilization assignment to the 5th Air Rescue Group, Westover AFB, Mass.

"I had no opportunity to fly in the 88th," Col Crosson explains, "and I want to get back into those SA-16 flying boats Air Rescue uses for deep sea evac missions."

As sergeant or colonel in vocation or avocation, rescue is Reservist Crosson's business. And to the people of the world's greatest city and of the Air Force, he's worth his weight in life preservers.



Air Rescue Service's SA-16 Albatross flying boat used by the AF to recover aircraft crews at sea.



Cross Country Report

During the recent USAF Gunnery Meet at Nellis AFB, Nev, the ANG's Lt Col Roland R. Wright captured top individual honors in the low angle skip bombing and strafing event, scoring 295 out of a maximum 400 points.

☆ ☆

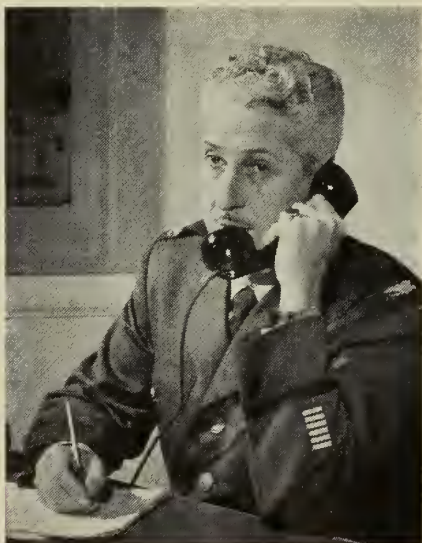
Congratulations are in order for former A/3c Roger D. Gillis of the Maine Air National Guard's 101st Maintenance Sq. Now a cadet of the plebe class at West Point, he received a Congressional appointment to the military academy after passing designating and entrance examinations taken as an Air Guardsman.

☆ ☆

A/1C David W. Horne, member of Long Beach (Calif) AFB's Reserve 452nd Tac Recon Wg, was selected for last month's aviation cadet class. First wing member to win this distinction, he will train as a pilot.

☆ ☆

Col Harold E. Todd (below) has been designated Deputy Asst Chief of Staff for Reserve Forces. Bringing to his new assignment an extensive background in Reserve affairs, Col Todd will assist Maj Gen William E. Hall, Asst Chief of Staff for Reserve Forces.



H. Lee White, who served as Asst Secretary of the AF since Feb 1953, resigned last month to return to private law practice. Shortly before Pentagon departure, Mr. White was presented with the Exceptional Civilian Service Award by AF Secretary Harold E. Talbott.

☆ ☆

Capt William S. McMurtry (AFRes) invites all former Officer Static Instructors at Pyote (Tex) Army Air Base during WWII to contact him regarding a 1955 reunion of the group. Now a dentist, he may be addressed at 414 Commerce Bldg, Okmulgee, Okla.

☆ ☆

The Massachusetts ANG's 131st Ftr Intcp Sq, commanded by Lt Col J. J. Stefanik, has received the AF Flight Safety Award as a result of its accident-free record during the July-Dec 1953 period. The 131st is based at Barnes Airport, Westfield, Mass.

☆ ☆

The Plattsburg (NY) Air Reserve Sq is providing support to the Aviation Education Workshop for elementary school teachers being held this summer in that city under sponsorship of the local State Teachers College and the Civil Air Patrol. Maj Merrill J. Gonyea, squadron commander, is chairman of the Citizens Committee which is also supporting the workshop.

☆ ☆

The Air Force will cooperate with Kiwanis in Kids' Day this year. The event is scheduled for Saturday, Sept 25th. AF participation will be devoted primarily to Base Open House for youngsters in cooperation with local Kiwanis Clubs. National Kids' Day Foundation is no longer involved in this activity.



The AF Reserve's 8709th Pilot Tng Wg (SE) recently held open house at its headquarters at Floyd Bennett NAS, Brooklyn, NY to which families, friends and employers of Reservists were invited. Held in conjunction with an extensive wing recruiting drive, the event featured an aerial display and review. Wing's 1st Lt Ivan W. Billet shows daughter Patricia (above) "where Daddy sits when he flies."

☆ ☆

Brig Gen Joseph A. Bulger, until recently DC/S, Personnel, ConAC, has been reassigned to the US Air Forces, Europe. Before departure, after 4½ years with ConAC, he conveyed appreciation to AF Reserve members contributing, since the Korea recall, to revitalization of the Reserve program.

"The Korea recall seriously depleted our Air Reserve Forces," he added, "and it was necessary to rebuild almost all units from scratch. Today, the Reserve is well on the way to pre-Korea stature and strength. With a realization by each Reservist of his vital importance to national defense and the absolute necessity of affiliating with active Reserve training to keep skills current, I'm confident that the Reserve program will rapidly attain strength necessary to meet Air Force mobilization requirements."

AIR FORCE RESERVE
OFFICERS TRAINING CORPS

Summer Camp 1954



Close order drill, reviews and formations demand an appreciable part of AFROTC cadets' encampment period and initial taste of base's military life.



AFROTC students receive shipboard instruction on Selfridge crash boat in waters of Lake St. Clair. Much of base functional orientation is on-the-job.



Lt Col Warren S. Potterson (r), Selfridge AFROTC comp commander, reviews cadet training progress with several members of his instructional staff.

Forty cadets stood at rigid attention under broiling sun. A hundred feet away another group took physical training with smart precision. Across the field, more cadets participated in other military activities. Altogether, they comprised the 164 cadets attending the 1954 AFROTC summer camp at Selfridge AFB, Mich.

The Selfridge camp was representative of the 67 AFROTC encampments across the nation, field training 13,375 cadets. Selfridge students were from 10 colleges and universities.

Coming usually at the end of the junior collegiate year and third year of the AFROTC course, the summer encampment correlates and crystalizes classroom training and offers basic indoctrination to military life.

Rigorous schedule. The rigorous cadet camp schedule includes 20 hours of physical training, 58 hours of military fundamentals, 12 hours of base organization and functions, 9 hours of weapons and marksmanship, 8 hours of officer orientation and 58 hours of aircrew and aircraft indoctrination.

Since most of 1954's crop of juniors will go into flight training, camp emphasis is on flying. Cadets receive jet flight time as well as eight hours of conventional flying.

Interviewed for reaction to first taste of military life, Selfridge cadets' opinions generally were alike. For instance, all admitted slight apprehension prior to camp. But in the words of Cadet DeWitt Myers of Grove City (Pa) College, "We've experienced no unexpected difficulties. It's lots more pleasant than anticipated. We're treated as men and guests."

On value received from the four weeks' training, Cadet Bill Laney, Michigan U man from Seattle, typified cadet feeling. "You don't really understand the classroom charts, graphs and doctrine until you see the operation here," he said. "Now they're quite clear."

Concerning the future, there seemed to be only one cadet worry—would they pass their final flight training physicals? Flying attitudes were enthusiastic.

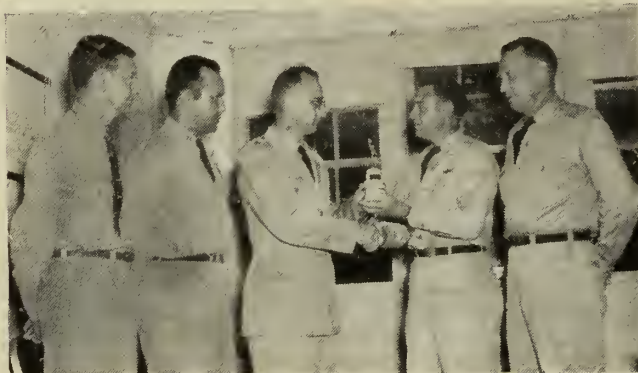
A promising lot, these future officers of the AFROTC, Class of 1955.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO
OFFICIAL BUSINESS

NO. 30-D 8/54-349,750

USAF Periodical 30-1

pictures of the month



Lt Col Francis Whatley (2d from right), 2578th AFRFTC commander, accepts ConAC Ground Safety Award to Ellington AFB unit for Oct-Dec 53 period from Lt Col Peter Hake, Hq 14th AF. Unit ground safety staff looks on.

Maj Gen Manuel J. Asensia (below) is the Continental Air Command's new Vice Commander. He served as AF Budget Director before ConAC assignment.



Airman Basic Alanza Jahnsan (r) of 349th Fighter Bomber Wing, Hamilton AFB, Calif, receives briefing prior to T-33 jet flight from instructor pilot, 1st Lt Robert A. Lawrence. Airman Jahnsan was awarded hour-long jet hop for recruiting three high school pals for Bay Area Reserve wing.



Named the outstanding AFROTC student junior at Florida State University, Cadet T/Sgt Donald R. Hollis (r) is awarded silver loving cup by Lt Col David A. Avant, commander of Tallahassee Air Reserve Squadron. Trophy is given yearly by AFRes unit to FSU cadet tops in military qualities.

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SEPTEMBER 1954

THE AIR RESERVIST



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TEMPORARY AIRMEN see page 15



THE AIR RESERVIST

VOL. VI

NO. 9

• AIR FORCE RESERVE • AIR NATIONAL
GUARD

• AIR FORCE ROTC • CIVIL AIR PATROL

• EXPLORERS, BSA

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg, Washington 25, DC

If you know any member of the AF Reserve **Not on active duty**, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment. Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index. Bureau of the Budget approval of this magazine given on 27 June 1952.



COVER

A pretty bevy of
CAPs listen to...
but, turn to
Page 15.

Baltimore Air Reserve Center Dedicated

Speeches by national, state and local dignitaries marked the dedication ceremonies for Baltimore's new Air Reserve Center, August 14.

Maj Gen Roger J. Browne, Commander of First Air Force, officially opened the center at 2101 West Rogers Avenue. Held on the lawn in front of the newly renovated headquarters building, the First Air Force band from Mitchel AFB began the ceremonies with a concert.

Speakers on the program included Governor Theodore R. McKeldin of Md; Baltimore Mayor Thomas D'Alesandro; the Honorable John Lerom, Deputy Asst Secy of the AF for Reserve and AFROTC Affairs; Lt Gen Leon Johnson, ConAC Cmdr; Lt Gen Thomas Power, Cmdr, Air Research and Development Cmd; and Maj Gen William

E. Hall, DC/S, Reserve Affairs, USAF.

Other dignitaries who appeared on the platform were Representative James P. S. Devereux, 2nd Congressional District, Md; Representative Samuel M. Friedel, 7th Congressional District, Md; and Brig Gen Robert E. Condon, deputy for Reserve Affairs, ConAC.

Fighter planes from the 104th AN flew over the center headquarters during the ceremony. Organizations participating in the ceremonies were the Glenn L. Martin Aircraft Co., Civil Air Patrol, Flight Refueling and Aircraft Armament, and Aberdeen Proving Ground.

Some 500 reservists assigned to the center attended the ceremonies. The three-story building was opened for inspection following the dedication.

ECI Beckons Airmen

The Extension Course Institute has numerous correspondence courses available for airmen study. Unfortunately, not enough airmen see fit to take them and as a result they go begging. This certainly should not be the case. No commercial correspondence school offers a more varied program, better coverage—or cheaper than ECI.

The advantage of preparing for a more responsible job in the Air Force is no less than that gained by taking a civilian correspondence course as a stepping stone for advancement in a civilian occupation. Possibly, it is better. As long as the world geopolitical tension continues no individual, particularly a reservist, can ignore the possibility of total mobilization. If this time should come, many leaders, either by experience or by training, will be necessary.

ECI is striving to interest airmen in every and all courses that have been produced for them. For example two of the newer courses, 4611, Basic Mu-

nitions, and 4621, Basic Weapons Repair, have been prepared by experts in the munitions field for correspondence study. Each course contains four volumes and takes approximately 120 hours of study. As a Basic Airman it would take approximately six months to attain a thorough knowledge and skill in either one of these specialties.

In addition ECI is now distributing Volume 3, Parts B and C, Volume 4 and Volume 5, Part A of Course 301 Radio Fundamentals; Volumes 1, 2 and 3 for Course 3622, Carrier Repeat Mechanic; Volume 3 for Course 4621 Basic Weapons Repair; and, Volumes 1 and 2 for Course 8311, Statistical Specialist.

It should be emphasized that any airman or officer may enroll in one of these home study courses at any time—there is no waiting for a school quota. An Air Force education is within the reach of every Reservist and it is FREE.



Maj Helen M. Clark, former WASP, is one of many highly trained veterans the Air Force depends on and must

HOLD IN RESERVE

By S/Sgt M. L. Prosser

THERE'S an old adage that a woman's place is in the home. But you can't prove it by W. Gerould Clark III, student pilot at Enid AFB, Okla, who offers his talented mother's contradiction to the theory.

The young 2d Lt talks about "Mom's apple pie" and Mom's flying" with equal enthusiasm. For good reason. His mother, Helen Mary Clark, feels as much at home behind the complex instrument panel of a giant air transport or an AF headquarters desk as she does in her own immaculate kitchen.

Lt Clark, Cornell AFROTC grad, is among few AF men who can boast of uniformed mothers. When he says, "My mother's in the AF Reserve," he's talking about the M-day chief of the Military Air Transport Service's Ferrying Division.

Each month, Mrs. Clark sheds housewife's apron, dons smart Reserve WAF major's uniform, and treks south from Englewood, NJ, home to MATS Hq at Andrews AFB, Md. There, for a full day, she tackles man-sized tasks of the important Ferrying Division.

As a mobilization assignee, Maj Clark is tabbed for an important role should war be forced upon us. WWII experience as a squadron commander of the Women's Auxiliary Service Pilots enhances ability in her assigned job. As a WASP, she flew many types of aircraft from factory to fighting men and also served in the Atlantic sub patrol.



Vet of 4,000 flying hours and multi-engined licenses, she is one of two women holding M-day assignments to MATS Hq. The other, 2d Lt Carolyn Cullen, also an ex-WASP, works for Maj Clark as co-manager of an air taxi service and airport at Martha's Vineyard, Mass.

The airport, four times named "the best run airport in the State" by the Commonwealth's aeronautical department, is owned by Maj Clark who journeys north to help in its operation during busy summer months.

"Women veterans participating in AF Reserve training," Maj Clark stated recently, "are performing the same public and patriotic service as male counterparts. They're assuming the responsibilities of citizenship."

The major continued, "Women shouldn't wait until bombs fall before assuming defense responsibilities. As active Air Reservists, they can train in many jobs they can fill in a national emergency, enabling them to step into key positions overnight, releasing men for combat sooner."

It is notable that of over 500 AFSCs, many of them M-day assignments, women may serve in more than 400. MATS currently has mobilization and designee vacancies for qualified officers and airmen in the three transport divisions, Continental, Atlantic and Pacific. There are openings in the technical services, Air Weather, Airways and Air Communications, Air Photographic and Charting, and Flight Service.

MATS' debut was in June 1948 when it became the first military organization to consolidate elements of two services—the Navy Air Transport Service and the AF Air Transport Command.

Today's MATS routes are arteries of air supply for our Armed Forces. The globe itself, adopted by MATS as its official emblem, is symbolic of its world-wide mission to provide men and materiel to far-flung fighting units and keep itself constantly alert to meet any challenge.

Like the rest of the Air Force, MATS faces sudden expansion in event of war. Mobilization assignees like Reservist Clark will join the "regulars" in enlarging vast communications and weather networks, Air Rescue outfits and Air Pictorial units, in addition to other services giving logistical support to US forces wherever they may be.



Cross Country Report



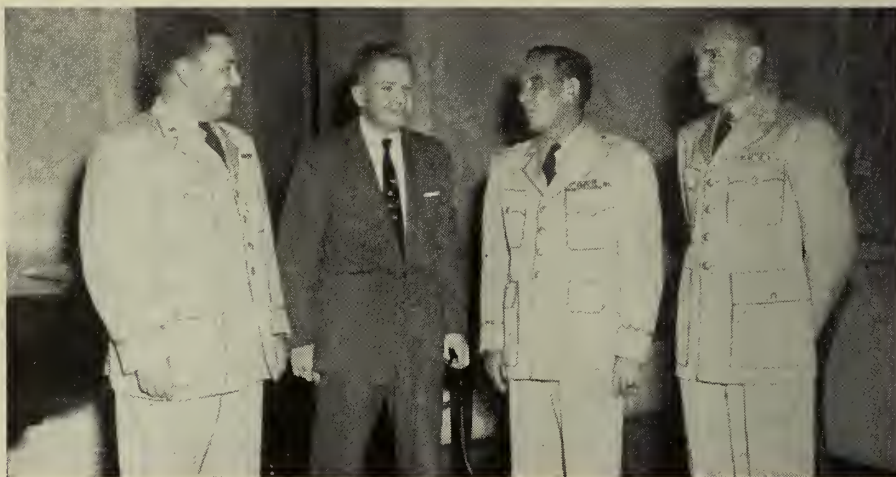
The former Deputy Commander of the 10th Air Force and now commandant of New York City's 2610th Air Reserve Center, Col **Bernard C. Rose** (above), hopes to make his unit the model for the Air Reserve Center program. In outlining his "strategic plan for reserve betterment," Col Rose asked the members of his organization for suggestions on how to improve the training program and in return he promises to include the practical ideas in the 2610th's general plan of operation.

* * *

Citing the lesson of Korea when 190,000 Air Reservists were called to active duty, **Maj Gen Roger J. Browne**, Cmdr, First Air Force, called for the maintenance of a vital and dynamic AFRes program. Speaking before Wash, DC, reservists at the quarterly assembly of the 9110th ARes Gp, Gen Browne called for more trained ready reservists who could take their place in the AFRes program, available for any future emergency. The First Air Force commander reported that the new Denver Records Center currently has an inventory of reserve manpower whose training would be worth over \$5 billion today. The Honorable **John Lerom**, Deputy Asst Secy of the AF for Res and ROTC Affairs, told Washing-

ton Air Reservists that under the modern concept of atomic warfare, "We will never again have the time to prepare ourselves" and for that reason alone a well-trained, highly competent AFRes was vitally necessary. He cited the present trend of drop in re-enlistments which has gone from 66% to 33% today as one more reason for maintaining an active reserve program to attract and hold skilled airmen leaving the service. Mr. Lerom expressed gratification over the increasing participation by reservists in the new AFRes program, pointing to the reserve centers as constituting the largest, single facet of the program.

as pilots completed their final quarter of the fiscal year by flying over 200 hours above the requirements. A total of 1766 hours and 20 minutes was chalked up for the last quarter of 1954. Said **Col Robert W. Sheets**, Cmdr of the 403d, "Officers and airmen are to be congratulated for setting an all-time record for hours flown by this wing. This record clearly reflects the long, tiresome hours our Air Reservists are now devoting to the AFRes Training Program." Many extra shifts were put in by maintenance personnel of the 2343d AFRCTC in Portland to keep wing planes flyable.

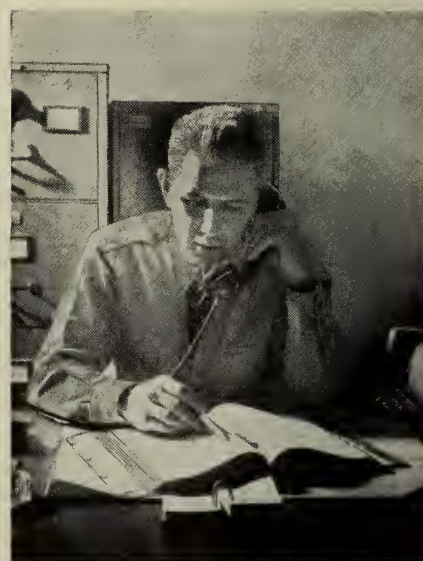


Mr. Lerom and General Browne flanked by Major Charles A. Herzog (l), Cmdr of Washington Air Reserve Center and Colonel Edward A. Kone (r), Cmdr of the 9110th Air Reserve Group.

* * *

Maj Bernard L. Greenberg (r), a college English professor who left campus life last month for two weeks of active duty as a Mobilization Assignee at Andrews AFB, Md, had this to say about his short tour, "It was extremely valuable in keeping me abreast of developments in the military service." The reservist further stated that the assignment helped him maintain proficiency in his specialty: preparing histories. Maj Greenberg teaches at Gallaudet College, Washington, DC, and is a Mobilization Assignee with the MATS Historical Division.

A new high was set for 403d Troop Carrier Wing, Portland, Ore, aircraft



AF ROTC GRAD GIVEN VFW \$1000 AWARD

A former POW assumed command of the 445th Ftr-Bmr Wg of the 2256th AFRCTC, Buffalo, NY, when Lt Col William G. Blum (below), succeeded Lt Col Talmon R. Mager, who decided

Named the outstanding AF ROTC graduate of 1954, 2d Lt Weldon W. Saylor, Norman, Okla., was presented the Gen Douglas MacArthur Award of \$1,000 at the Veterans of Foreign Wars' encampment in Philadelphia, Pa, last month.

The annual award, originated in 1952, was presented to Lt Saylor by Wayne E. Richards, national commander, VFW. It is rotated among ROTC graduates of the military services. The first went to an Army student and the following year to a Navy man.

Lt Saylor, who graduated from the University of Oklahoma in June this year, was awarded many honors during his college career. From a field of 3,200 competing students, he was one of ten to receive the Society of American Military Engineers Award. He was named Outstanding AF ROTC Student in both his freshman and sophomore years, and was named to the U of Oklahoma Dean's and President's Honor Roll for five consecutive semesters.

Although working part time as a salesman, Lt Saylor belonged to the In-

ter-fraternity Council, the Engineer's Club, Sigma Chi Fraternity, Sigma Gamma Epsilon Fraternity, Society of Geological Engineers, and the Arnold Air Society. In addition, he was AF ROTC Wing Commander.

Despite these many activities, Lt Saylor maintained an over-all grade point average of 3.56 on a 4-point scale.

Lt Saylor has been deferred from call to active duty pending completion of work on his Master's degree, at which time he will enter the Air Force Pilot Training Program.



VFW Cmdr Richards and Lt Saylor



Mail Bag

Dear Editor:

Don't you believe more respect for the Armed Forces Reserve Medal would be engendered if a Reservist's commanding officer made the presentation (rather than receiving the award by mail)?

JDS
New Orleans

Par 30c, AFR 35-50, 31 Jul 53, states: "Presentation of service awards at an official ceremony is not required, but may be arranged at the discretion of individual commanders."

Dear Editor:

Please set an "old WW II" reservist straight. Your article on page 7, July issue, entitled 'Marauder Musketeers' has me a bit puzzled. Has the postwar B-26 (nee A-26) usurped the name of

the old B-26 (Glenn L. Martin version)? We at the Martin plant are proud of the record our Marauders made during WW II; thus is it fair for a newcomer, relatively speaking, to take the name of those battle-scarred veterans?

Capt Emmett E. Hearn,
USAFR
Baltimore, Md

Oops! The face of the editorial staffer who pulled this *faux pas* is redder than a fireman's night-shirt. The alliterative title made him feel so good, it never entered his mind that the current B-26 is made by Douglas and is called the 'Invader'. So that it sinks in, the culprit has been directed to type several hundred times, "I will refer hereafter to the present B-26 as the 'Invader' and never as the 'Marauder'."



to reside in the state of Washington. On his 28th bomb mission over Germany, Col Blum's B-24 was shot down by flak and he was taken prisoner, then liberated by Russian soldiers in 1945. The new commander has been active in the AFRes program since the end of WWII. Col Blum is a self-employed retailer in Dansville, NY.



An executive with the Marquardt Aircraft Co., Van Nuys, Calif, Lt Col Kenneth A. Willard (2nd from left), of the So Calif Reserve Division, MATS, Los Angeles, took the typical busman's holiday. He conceived, designed and constructed a detailed model of an amphib aircraft, powered by a piston-type gasoline engine and remotely controlled by radio. Col Willard has test flown the model up to 15 minutes.

THE TRANSISTOR



By Colonel Howard J. Haines,

Director of Communications and Electronics, ConAC.

*... what it means to the
communications officer*

The outstanding development in electronics during the past five years is the transistor, a very small unit of equipment which can be used to take the place of a vacuum tube, as an amplifier oscillator or triggering device. The Air Force quickly recognized the many advantages of the transistor and much of the new equipment now on drawing boards and in production will incorporate its many advantages.

The transistor is unbelievably small. It is about as large as a pea and has three wires permanently connected in contact with the germanium inside the case. Modern transistors measure about three-eighths of an inch square by one-eighth of an inch thick. Using considerably less power and no filament



The transistor (far left) alongside a vacuum tube and resistor shows graphically its small size.

current at all, they perform better than vacuum tubes. The life of a transistor is 50 to 100 times that of a vacuum tube since it has no filament to break or burn out. Modern aircraft use from one hundred to several thousand vacuum

tubes, all of which will be eliminated with the adoption of the transistor, with consequent saving of space and power.

The action of the transistor as an amplifier is simple; current will flow strongly in one direction along the pointed wire to the germanium, and weakly in the other direction. The small signals on a second wire to the transistor greatly affect the current flow between the first wire and the germanium. Hence, a small signal becomes a large one. In a vacuum tube the electrons move through a vacuum, but in a transistor the electrons move through a solid substance.

Transistors are classed as semiconductors; in other words they are not good conductors or good insulators. One of these elements, germanium, is the basic material used. Other materials have found favor recently and are presently under test. Two watts of power is the maximum obtainable today, yet engineers look forward to far greater outputs.

The secret of the transistor is the arrangement of atoms or how they align themselves within the valence bond which retains them. Absolutely pure germanium is a non-conductor or insulator. The addition of an impurity which contains one more electron than germanium introduces excess electrons which change the germanium to a semiconductor. Adding impurities containing less electrons than germanium opens the orbit of the valence bond creating holes or a deficiency of negative charge which is attractive to the nearest electron. Thus

the action of a transistor becomes difficult to understand, yet it offers so great an advance in current thinking, some effort is justified in learning how it works.

Reserve communication officers will want to know more about the transistor. The Continental Air Command plans to furnish its four numbered air forces full information on the use of this radically new development in the electronic field.

The electronics industry is forging ahead in the production of new and



M Sgt Arthur K. Devinney, AF2RRY

ful tools unheard of during World War II. The transistor's small size naturally results in proportionately smaller components. A complete new set of miniature condensers, transformers and resistors have become available to the engineer. Now a complete workable receiver can be assembled no larger than a matchbox. Development work on the transistor continues at a rapid rate.

Editorial Change On AIR RESERVIST

Maj Charles R. Wyrosdick, with THE AIR RESERVIST Magazine since early 1952, has relinquished the editorial reins to Maj Franklin Hibbel. Maj Wyrosdick, former Georgia journalist, is now an Information Services officer in Iceland. Maj Hibbel, ex-New York newspaperman, was Deputy OIS, U.S. Air Force in Europe, prior to taking over as new editor.



During AF ROTC summer encampments throughout the country, cadets clamored . . .

“We want more FLYING TIME!”

In commenting on these attitudes, Gen Deichmann said, “I’m really happy to see that these young men are thinking. Their spirit is magnificent. Base personnel and the AF ROTC instructors assigned to the summer camps have done an outstanding job and are highly complimented on their efforts.”

Cadets also said they wanted to have more opportunity for “bull sessions” with young pilots. They felt these officers had more recently experienced problems similar to their own. The cadets were of the opinion that older pilots already were decided upon careers and had a different outlook than those who had completed their training within the last year or two.

Some AF ROTC students wanted to participate more in base activities rather than merely being visitors. Many of the cadets expressed a desire to work in

base sections, on the flight line, and in the shops, in preference to listening to lectures and seeing charts.

A number of students reported they would like to see the summer camp period changed to follow graduation from college. Under the present program, they said, cadets go to camp between the junior and senior year, get all “steamed up” about the Air Force, and then they have to return to college another year before continuing active duty.

Others said they believed the summer training period should be between the sophomore and junior years because of motivation. This would help them, they stated, to make up their minds about service in the Air Force and flying training prior to their entry into the Advanced Course.

ONE of the healthiest complaints expressed by more than 12,000 AF ROTC cadets at 57 summer camp sites across the nation is that “we want more flying time!”

Brig Gen M. K. Deichmann, Commandant of the AFROTC program, reported this fact after a recent visit to camps in the Southwest. The general said that this attitude seemed to prevail at most of the camps. He stated that he was happy to learn this was the attitude, in view of the Air Force’s recent policy that now requires nearly all cadets to agree to take flight training if they are to receive a commission.

Cadets at summer camps receive an average of five hours of orientation flying in various aircraft during their four-week training program. However, nearly all expressed a desire for more time in the air, and in most cases the cadets wanted jet rides. Gen Deichmann pointed out that the request definitely indicates a resurgence of interest in flying on the part of cadets.





RECENTLY a veteran reporter representing a Massachusetts newspaper remarked, "This wing has a certain something which makes it a good organization. I can't put my finger on it but it's there."

He was referring to the Air Force Reserve's 89th Fighter Bomber Wing during a visit to the unit's headquarters at Laurence G. Hanscom AFB in the Bay State.

As a result of observations made during the 89th's annual 15-day active duty training period last month, the newsman's favorable estimate of the wing's quality seems justified. The organization's summer encampment performance was impressive.

This year the 89th journeyed some 850 miles from familiar Medford, Mass., surroundings to Clinton County AFB at Wilmington, Ohio, for mid-year field training. This followed a precedent set in 1953 when the wing trained away from its metropolitan Boston "home," encamping at Grenier AFB, Manchester, NH.

Members of the 89th, one of the AF Reserve's six fighter bomber wings, reported at Clinton County 426 strong. This represented 81.4 percent of assigned strength, a drop of only 02.4 percent from the 1953 attendance figures withal the big mileage difference from Hanscom between Wilmington and Grenier. It is noteworthy that, despite the percentage drop, the wing took 145 more men to camp this year than in 1953.

There is an interesting sidelight to the "detached" summer training of the Massachusetts wing. Transferral of 89th personnel and equipment to and from the Wilmington site—except T-33 and F80C aircraft flown by its own pilots—was accomplished in C-46 transports by two other AF Reserve wings engaged in active duty training at the time, the Delaware-and-Ohio-based 512th and 302nd Troop Carrier Wings respectively.

This is the 89th's initial summer-exercise experience with jet aircraft, as it is for the Reserve's other fighter bomber wings. The F-80s and jet-qualifying T-33s replaced erstwhile propeller-driven F-51s early this year. As a result, a major phase of the summer camp training program was concerned with jet transition training.

A tribute to the efficiency and devotion of the wing to assigned mission requirements is revealed by its tran-

sition training progress. Of the 55 pilots its 24th, 25th and 26th Fighter Bomber Squadrons brought to camp, 28 had checked out in the F-80 before leaving Hanscom. The remainder contributed collectively to attainment of a pre-camp goal set by the wing commander, Col Charles E. Flaherty of Taunton, Mass. Virtually all checked out in F-80s before camp breakup at Wilmington.

Typical of the wing's jetborne birdmen is 1st Lt Verne C. Brown, 33, of Lynn, Mass, a telephone company employee, married, and the father of one child. A WWII glider and C-47 pilot, he jockeyed B-26s through 15 combat missions during an eight-month stint in Korea.

"I never flew jets until we got 'em in the 89th," Lt Brown stated last month. "I'm sold on 'em. Much easier to control than my old twin-engine ships—no torque for one thing. Gotta know your jet procedures though—not much time for decision in emergencies."

Capt Charles L. Cobb, 34, of Marion, Mass, is another of the 89th's jet

**To THE MEN of the 89th
Bomber wing belongs
a relentless spirit
of pride and the honor
of a job well done,
reminiscent
of their
forebears
and the**

enthusiasts. A recent wing addition from active military service, his is an understandable enthusiasm since he experienced 78 F-86 combat missions over Korea. His conversation, however, highlights the F-80C.

"It's just the right type of aircraft for this kind of organization—and vice versa," he stated. "These boys sure surprised me. They handle the eighties very well and they have a kind of quiet pride in their work."

It was the second objective reference to the intangible spirit permeating the 89th. Discussion with other members of New England's lone Reserve wing—residents of all six states in Yankee-land—hinted strongly at the identity of its sources. They suggested unmistakably Col Flaherty and his executive officer, Col Edward J. Haseltine of Need's Ferry, NH.

Both officers are veteran Reservists with broad active military and civilian experience. They are "charter" members of the wing which was activated on 15 June 1952 as a redesignation of

the old 913th Reserve Training Wing organized in July 1951.

Brief contact with the wing's two top men spotlighted them as the source of the wing's sincere devotion "to getting the job to be done accomplished." With Colonels Flaherty and Haseltine, this attitude is quietly dogmatic.

"We've tried to imbue our wing members with the belief that good performance will provide an individual personal satisfaction which far outweighs all other considerations and benefits," Col Flaherty stated. "They've tested our proposal and discovered the truth of it."

"And this realization has promoted a continuing spirit of cooperation among ourselves and with other organizations which has proved invaluable in contributing to unit effectiveness," Col Haseltine added.

Maj Mark Treat, operations and training officer of the 2234th AFRCTC that is responsible for supervision of the 89th's training program, held down a combat wing operations job in

Korea prior to assignment to Hanscom. He has experienced regular air establishment combat unit quality at its best.

"These Reservists have impressed me very favorably," he said. "The wing's performance has been generally and consistently good and, in some respects, outstanding. What's edifying is that they've all got an animated desire for continuous individual and organizational improvement."

What's edifying, too, is that the spirit of their Yankee forebears—the traditional Spirit of '76, if you will—is today still very much alive in these F-80C-borne sons of New England.

Spirit of '76

TOP RIGHT

A group of Air Force Reserve nurses who took training with the 89th Ftr-Bmr Wg.

CENTER RIGHT

A T-33 jet trainer, used for pilot training in the 89th.

BOTTOM RIGHT

Col C. E. Flaherty (l), 89th Ftr-Bmr Wg comdr, and his executive officer, Col E. Haseltine confer on encampment matters.



VA's New "Magic Eye"

AN ELECTRONIC "magic eye" has been developed by the Veterans Administration Investigation Service to aid document analysts in the Identification and Detection Division perform their work faster and at lower cost.

The Investigation Service protects both veterans and the VA by uncovering fraudulent documents relating to VA-administered benefits for veterans and their families, and in many other ways.

The new "magic eye" allows laboratory technicians to check papers containing scratch-outs, obliterations, erasures, alterations and the like at a glance. It works equally well for ink, pencil and typewriter.

Any alteration by an unauthorized person, attempting to obtain a veteran's

GI insurance proceeds, stands out clearly under the "magic eye."

Previously detection was an expensive, time-consuming process. A special infra-red photograph had to be taken and considerable time was spent in determining the area to photograph, getting proper lighting and exposure. Results were not always satisfactory.

Under the new system, a document is placed under the "magic eye," and any alteration becomes visible immediately.

VA's electronic device works by expanding the eye's ability to see beyond its normal range of vision. It is a sort of television camera with an electronic lens and an infra-red filter. The lens focuses infra-red rays, which otherwise are invisible.

The electronically-beamed infra-red

light heightens even slight differences in ink, pencil or typewriter, and makes detection easier. For instance, if a signature has been changed, the light reveals the signature as it originally existed. Tampered portions stand out in strong contrast.

Any inked word completely obliterated becomes visible under the electronic eye. In the case of a typewriter erasure, the letters erased can be seen.

VA said the principle of the infra-red "magic eye" was first used extensively during WWII, to help snipers track down the enemy at night. Portable electronic tubes were mounted in rifle telescopes and used in conjunction with infra-red spotlights. By turning on this source of invisible light, snipers could see without being seen.

Short Bursts



Operation Iron Lung

An iron lung was flown on an emergency flight from Portland, Ore., to Reno, Nev., recently, by members of the 63rd Trp Carr Sq (AFRes) of Portland AB. Five iron lungs had already been delivered from other areas in the West when Reno doctors feared a polio epidemic. The 63rd Trp Carr Sq is one of the tactical flying units of the "Northwest's Own" 403d Trp Carr Wg (M).

Yakima Better Attendance Record

In the June '54 issue, The AIR RESERVIST published an outstanding attendance record of a Louisiana Air Reserve squadron, and immediately "better" records began pouring in. The current high-flyer seems to be Yakima's 9405th ARes Squadron with 103 officers, airmen and WAFs residing in a 100 mile diameter in south central Washington State. This squadron claims an attendance altitude of 96% in the past year in comparison to 1951 when the program was ground-bound with only 10% completing a satisfactory year. In 1952 the squadron started climbing with 79% attendance and in '53 it was soaring with 90%. The AIR RESERVIST has no nationwide attendance statistics but these will do until a better record is reported.

Los Angeles Supports AFRes Program

The largest Air Res Center in the United States, the 2645th in Los Angeles, has been assured of continued support by civic leaders and representatives of the major radio, TV and newspaper outlets of that community. Col Charles A. Rose, Jr, Commander of the center, and Lt Col Alfred S. Howell, Director of Training, recently gave them a luncheon at the Brown Derby which was followed by some after-dinner remarks on the great need of a strong AF Reserve program and the mission of the center. At the conclusion of this informal gathering, the guests promised complete backing of the program by their organizations.



VETERAN FLIER PRESENTS AVIATION LIBRARY TO 4 A. F.

A onetime airplane wing-walker and stunt-man recently donated a priceless personal library of Air-age information, dating from 1910, to Fourth Air Force headquarters.

Henry M. Jepsen, who began clipping news accounts and magazine articles on airplanes when he was ten years old, presented eight boxes of mounted clippings, pictures and original aeronautical magazines and books to Maj Gen Alfred A. Kessler Jr., Fourth Air Force commander.

The collection, which covers aviation worldwide from before WWI, consists also of thousands of newspaper stories pertaining to aviation activities on the West Coast as printed in the San Francisco Examiner, Chronicle, and other Bay area newspapers. Jepsen, a civilian pilot since 1920 when he soloed in a Curtiss Jenny, barnstormed up and down the West Coast in aerial circuses as a wing-walker and aerial stunt-man. He flew in what were then considered "hot" planes, Lincoln Standards and Thomas Morse bi-planes.

Gen Kessler, who found in the collection many accounts of friends who made aviation history, said it is the intention of the Fourth Air Force to offer the library to the new Air Force Academy to be constructed at Colorado Springs, Colo.

ATC's Reserve Schools Program

The Air Training Command will close out the Reserve Schools program for the calendar year of 1954 with a few scattered courses beginning this month.

The program for calendar year 1955 will get under way on April 5th and, with the exception of the Finance, Chaplain and OCS portions, will contain the same courses and quotas for attendance as were offered in 1954. The AIR RESERVIST will publish a complete '55 schedule at a later date.

RECENT DIRECTIVES AFFECTING RESERVES

AFR 35-700, 21 July 1954 (supercedes AFR 35-700, 4 June 1954)—*Qualification Records for Air Force Reserve Personnel Not on Extended Active Duty*: Covers initiation and maintenance, method of reporting changes, forwarding and disposition of officer's Qualification Record (DA Form 66); and airmen's Qualification Card (AF Form 20).

AFR 20-27, 12 July 1954 (super-

BUS PLUGS DULUTH A.N.G.

A fine example of cooperation between Duluth industry and the 179th Fighter Interceptor Sq is riding the city's streets every day, selling the ANG.

It started when the Minnesota squadron asked R. B. Thompson, vice president and general manager of the Duluth-Superior Transit Co., for a small item—a 40-passenger bus. The idea was to paint the bus in squadron colors and add, in strategic places, a plug for the unit's activities. Thompson, a veteran himself, was enthusiastic.

Today the bus is in general service, mostly in the downtown Duluth area. A generous supply of the company's magazine, "Rider's Digest," is supplied daily. The Digest cover contains a picture of the bus and the squadron's T-33 jet trainer.

An accompanying story adds: "Our young men would do well to inquire into the opportunity now offered them by the Minnesota Air Guard."

Incidental item: the driver of the bus is Delbert Larson, a guardsman.



sedes AFRS 20-38, 17 Nov 1950, and 20-62, 27 July 1949; and AFL 20-5, 18 July 1951)—*Organization, Designation, and Control of Air Force Units*: Prescribes actions regarding the organization designation, and control of and applies to all Air Force units (USAF, AFRes and ANG).

AFR 50-34A, 9 July 1954 (change to AFR 50-34, 13 Jan 1954)—*Training Report of Air Force Reserve Personnel*: Preparation of separate consolidated AF Form 280.



COMMERCIAL air travelers at Hancock Field last month saw locally unfamiliar air craft arriving at and departing from the Syracuse, NY, airport. They were the impressive looking and impressively flown black and red B-26s of the Air National Guard's 106th Bombardment Wing (Light) of New York.

The 106th is one of the 27 stateside ANG flying wings which conducted their respective annual summer field encampments during the last 3 months. The 106th's camp training, however, varied from that of the majority of the Air Guard's other tactical wings in two respects.

First, the Empire State unit is a light bombardment wing equipped with twin-engine propeller-driven B-26 aircraft and is assigned for mobilization purposes to Tactical Air Command.

Only one other bombardment wing is a component of the ANG organization. It, and night photo units of the Guard's two tactical reconnaissance wings, also are equipped with twin-engine conventional-type aircraft and are trained in the TAC mission. Remaining Guard wings have mobilization assignment to Air Defense Command and are equipped with single-engine fighter planes, many of them jets.

Secondly, the 106th's pilots graduated from the B-26 transition stage at last year's encampment. As a result, its 1954 field training emphasized the medium and low-level bombing, rocketry, and air-to-air and air-to-ground

gunnery phases of the TAC mission. Since they received jets after completion of 1953 encampments, well over half the ANG's fighter-bomber and fighter-interceptor wings devoted appreciable field training time this year to jet transition training of pilots.

The 106th's two-week encampment last month was conducted at the new \$4,000,000 ANG permanent field training base at Hancock Field, N.Y. Air-lifted there is an unusual AF Reserve-ANG exercise by the former component's 514th Troop Carrier Wing, the 106th was only the second Guard unit to use the new facilities. Its up-state sister wing, the 107th Fighter-Interceptor Wing inaugurated summer training usage of the new base in July.

The 106th reported at Hancock over

Gotham's Gallant

BY

TOM LENAHAN

800 strong. Added to the 200 non-prior-service airmen at Sampson AFB for six weeks' basic training there, this represented roughly 79 percent of the wing's assigned strength at summer camp.

Wing headquarters is at Westchester County Airport, White Plains. The bomb, air base, and maintenance and supply groups and tac hospital are based at Floyd Bennett NAS, Brooklyn. The Wing also includes the 149th Bomb Sq(L), assigned to Byrd Field, Sandston, Va. An estimated 225 in this unit did not attend field training.

Mention of "the home of the Dodgers" recalls the reception the 106th initially

ived on arrival at March AFB, Calif, in March 1951 become part of Strategic Air Command's Fifteenth Air Force after call to active military service during the Korean war. Before proving conclusively its ability to perform up to SAC standards, the 106th was known briefly as "The Brooklyn Air Force."

The 106th, incidentally, holds the unique distinction of being the only Reserve Forces wing assigned to highly reduced SAC during the Far Eastern emergency. Although the wing organization did not participate as such in Korea combat, it did supply a goodly number of combat crews and individual replacements to the Far East Air Forces. The crews flew B-29s against the Communists.

Virtually all officer and key NCO personnel have remained in the wing since it returned to state status in November, 1952. To say, therefore, that the 106th's performance and progress during the 1954 encampment was adjudged generally satisfactory may seem superfluous. The source of this acceptable performance appears to be good leadership.

Consider, for instance, Brig Gen Lewis A. Curtis of Port Washington, NY. Gen Curtis is the Chief of Staff for all New York ANG units.

One of the Air Guard's younger general officers, the 42-year-old Gen Curtis is pridefully deemed by his men as "a real fighting general."

"He commanded the 98th Bomb Wing during the Korea war and personally led us on 48 combat missions," one wing officer said recently. "He doesn't ask us to do a thing he won't do himself."

"Right," nodded a nearby master sergeant. "He flew his first Korea combat mission less than one hour after assuming command of the 98th."

There was respect of good leadership in their eyes and ears, but the 106th's sublime tribute to this important supervisory quality was its practice at all observed supervisory levels in the wing.

The 106th has the history, tradition, leadership and hard core of combat-hardened veterans possessed by all good Reserve Forces wings. These attributes, plus a determined attitude with regard to the fulfillment of its functions in

r Guard

defense structure, collectively may be described best, perhaps, by the adjective "gallant."

At least some of the airminded people of Gotham, accustomed to seeing its planes in New York skies, feel that it is quite suitable.

Gen Curtis, cmdr of the 10th Bombardment Wg and acting C/S of the 106th Wing, NYANG.

ROLE

and in the usual order are Sgt Arthur Willis and Sheriff Albert Stone of Sullivan County with Capt William P. McCarthy of the 106th Air Wing and Col Robert Hereford, executive officer of the 106th Bombardment Wg (L). Brig Gen Curtis invited these men to get together and discuss problems confronting ANGers away from their homes.

FROM

ment men of the 102d Bombardment Squadron (L), of the 106th Air Wing, NYANG, unloaded a supply of 100 pound practice bombs.



AF's Newest Bird

The Boeing 707 Stratotanker, which made its maiden flight on July 15th, is the latest acquisition by the Department of the Air Force. Secretary of the Air Force Talbott announced that an order had been placed for these jet giants on the fifth of August. Powered by four Pratt and Whitney JT-3L jet engines, the 707 is capable of flying at speeds in excess of 550 miles per hour, climbing well above 40,000 feet and carrying between 80 and 130 passengers if needed as a transport. This swept wing plane now gives the Air Force a plane for refueling its jet fighters at almost double the altitude of the present day KC-97's 20,000 feet ceiling. It is estimated that a stratotanker could cross the American continent in less than five hours and



make a transatlantic crossing in seven hours. Delivery of this plane is scheduled for sometime in 1956.

Information, Please?

The trouble with publishing an item about a guy who claims to have eaten 40 bagels in 15 minutes is that another chap writes in that he gulped down 50 bagels in 14 minutes several months earlier. In our July issue, the lead story recounted the pioneering of the Atlanta Reserve Information Services Flight, "first" of its kind.

Along comes a friendly letter from Maj S. R. Dubrovin, Cmdr, Information Services Flight G, 9462d Sq, Wash, DC, who states that his unit was established a few years ago, circa 1950.

All due credit is given to the gray-beards in DC regarding their squadron's longevity. However, the story appearing in the July issue neglected to include the essential fact that the Atlanta flight was the "first" to be activated under the Johnson Board.

A Fish Tale

Two waiting C-46 Commandos, silhouetted in the grey Oklahoma dawn, sat silently on the Ardmore airstrip. Green trucks from the Fish Cultural Station at Tishamingo pulled up to the loading doors of the first plane.

The "fishlift" was ready to roll.

Lively-swimming big mouth bass fingerlings, numbering 200,000, were to be flown to Pendleton, Ore, where they were to be stocked in ponds and streams in the McNary Dam region.

The U.S. Fish and Wildlife Service and the Oregon Game Commission had long planned this undertaking, but were concerned over the great distance the small fish were to be flown. A great percentage of fatalities among the Oklahoma-spawned fish would be disastrous.

That's when the 403d Troop Carrier Wing of Portland, Ore., came to the rescue. The crews stood by, eager and confident. C.E. Cozart, the Fish Cultural Station's superintendent, supervised the water loading of the tanks in the planes. Having checked the volume and temperature of the water, he net-dipped the fish into the flying aquariums.

Maj John Weber of the 503d AB Sq and Capt John F. Dick, 2243d AFRCTC, pilots of the first C-46, checked the loading. Then, Lts Earl L.

McKay and Roderick L. Savage of the 403d witnessed the loading in the second C-46. Flight engineers were A/2c James E. Ritchie and SSgt Charles E. Adkins.

The Oregon Game Commission's biologist, Bob Borovika, an Army Reserve captain, hustled between the planes to see how his finny patients were making out. Capt Borovika was the "fish nurse" on the flight.

The loaded planes cautiously taxied on the runway and lifted into the air as the early greyness thinned out. The flight route took the Commandos, crews and cargo diagonally across Oklahoma, Kansas and Colorado. After four hours and almost half of the 1400-mile trip behind them, the planes dropped in on Cheyenne, Wyo, for a fish-and-plane comfort stop.

While the planes were being refueled, Capt Borovika had the fish tanks re-iced, water pumps checked and the oxygen supply inspected in preparation for the long and hard lap of the flight.

The C-46s started their steep ascent over the Rockies. This was the crucial phase of the fishlift. How would the fingerling bass react to the altitude? Capt Borovika had many anxious moments as the planes droned westward across the whole of Wyoming, over the

fattest part of Idaho and nearly to the southern boundary of Eastern Washington.

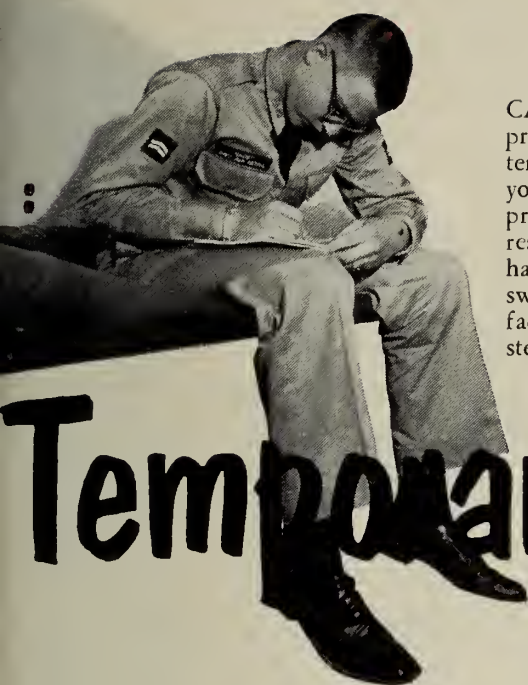
At 1815, the Commandos eased into Pendleton Airport. The tense reception committee was on hand. Clark Walsh, assistant director of the Oregon Game Commission, rushed out to welcome the group and inspect the cargo. With him was Homer Campbell, fishery agent for Northeastern Oregon.

The Game Commission's tank truck backed up to the first C-46 as Walsh's crew connected pump and hose lines. In a matter of minutes, thousands of fish gushed into the truck. Broad smiles creased the faces of the biologist and commission men. Eighty percent of the fish had survived.

Soon, anglers in this part of the country would be trying for the fish, never knowing whether they hooked an Oklahoma or Oregon product. And while it makes little difference to them it does to the Oregon Game Commission.

The fishlift was a huge success. The Portland Air Reservists earned the gratitude of the U.S. Fish and Wildlife Service, as well as the Oregon Game Commission.

Chalk up another accomplishment for the Air Reservist Program and the "Northwest's Own," the 403d Troop Carrier Wing.



Maj Gen Lucas V. Beau, national CAP commander, calls the encampment program "a means of reviving the interest in aviation that abound among youths of the Lindberg era." Since the program was initiated seven years ago, results have been conclusive. Not only has interest in flying shown a steady upswing but interest in technical and other facets of aviation have resulted in a steadily increasing number of AF en-

In some 5,000 personal aircraft and 500 small planes on loan from the AF, CAP senior members log thousands of hours each year in providing air search and emergency airlift services. Two-thirds of the hours flown by all agencies taking part in missions performed at the request of the Air Rescue Service last year were logged by the CAP.

Since the joint CAP-AF program was initiated in 1947, over 35,000 CAP'ers

Temporary Airmen

IT'S NO SECRET that CAP is one of the AF's best salesmen. This goes for both the male and female cadets contingent. Among the 8000 plus members who took time out from regular summer chores to converge on 40 AF installations were several hundred girl cadets who became temporary airmen.

Cooperation between the CAP'ers and regular members of the host AFB's left little to be desired. Said one enthusiastic cadet, "The officers and airmen treated us as if we were part of the base. We were really proud to know that they looked upon us as future airmen and not as a bunch of strangers who were not part of the AF."

The cadet who completes an encampment and successfully passes an examination given at the end of his training course receives a certificate of proficiency signed by the AF Chief of Staff, Gen Nathan F. Twining. The certificate entitles the cadet to a "one stripe" advantage upon enlistment in the regular AF.

Cadets of CAP's Massachusetts Wg take a break during their summer training camp at Otis AFB.



listments by youngsters who have gone through CAP ranks.

Sometimes called the "AF's little brother," CAP was chartered by Congress as a private national corporation. The 80,000 wearers of the red, white and blue CAP insignia, easily rate their designation as a member of the civilian auxiliary of the AF

Good Salesmen

CAP'ers spend a lot of time spreading the word about the importance of AF airpower throughout the U. S. Working for airpower is but one item on the long list of things CAP'ers do to enhance the nation's air wing.

When any plane—from speedy AF jet to giant civilian airliner—is reported missing, puddle-jumping pilots of the CAP take to the air and scour the countryside like hawks. They spend their own money, take time off from their jobs, risk personal planes and upon occasion lose their lives. And they don't get paid for it.

CAP cadets getting classroom instruction from an AF office-teacher in weather observations.



have taken advantage of abbreviated tours of duty at AF bases. An even bigger turnout is booked for summer, 1955, according to Lt Col Walter W. Thompson, Deputy Chief of Staff of CAP cadets. "There is no limit to the proportions to which the program may reach within the next few years since it has the unqualified go ahead from both AF and CAP leaders," Col Thompson remarked. "It is our ultimate goal for each youth to attend one encampment during his tour as a CAP cadet."

When Congress chartered the CAP, it placed the organization on the national airpower team. From the outset, cadets and senior members of the CAP have proved themselves worthy members of that mighty aggregation.

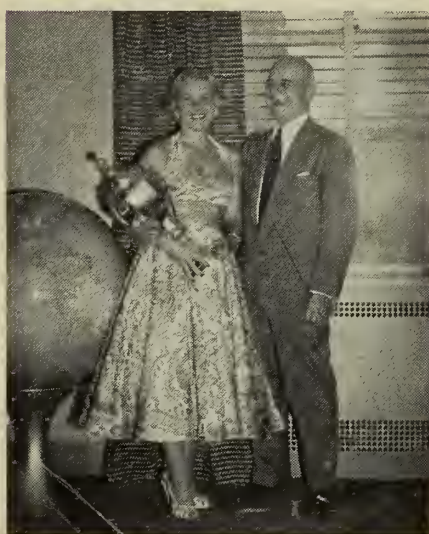
CAP's future Air Force flyers try out a pilot ejection seat at Mitchel Air Force Base, NY.



NO. 30-D 8/54-349,750

USAF Periodical 30-1

pictures of the month



Joan Nelson and AFRes Gen James H. Doolittle presided as Miss Air Olympics and Air Marshal, respectively, at the 1954 AF-hosted World Model Air Olympics in which contestants from over a dozen nations competed for the coveted trophy.



S Sgt D. Knudson and A/1c W. Frederickson of the 178th Ftr-Intcp Sq of North Dakota's ANG load the 50 Cal. MG's at Camp Williams, Wis., prior to an air-to-air gunnery mission over Lake Michigan in the annual summer encampment.



Air Reservists of Pittsburgh's 375th Trp Carr Wg are well cared for medically by these three AFRes nurses: (l to r) Capt Bernice McGonegal, Lt Jean Wilson and Captain Eleanor J. Holmak. All three are employed in Pittsburgh hospitals.



A boy and his dream. With his mind wandering far up in the clouds, New York Air Explorer Scout, Ronnie Nava, studies the landing gear mechanism of a T-28 Trainer at the Floyd Bennett Naval Air Station. Ronnie and members of his troop were guests at the 2230th Air Forces Reserve Flying Training Center during a practical demonstration of Air Force equipment.



Elder statesman Bernard Baruch chats with four AFRes pilots at Mitchel AFB prior to their appearance on the Ed Sullivan Show which featured the Air Force's own "Tops in Blue". (l to r) Lt Col Arthur C. Carol, Major S. P. Martino, Lt Blood and Lt Roach, all of the 2234th AFRCTC, New Bedford, Mass., flew T-33 trainers to Mitchel where the telecast took place.

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OCT 11 1954
UNIVERSITY OF ILLINOIS

THE AIR RESERVIST

October 1954

SKY LINES



THE AIR RESERVIST

VOL. VI NO. 10

• AIR FORCE RESERVE • AIR NATIONAL
GUARD

• AIR FORCE ROTC • CIVIL AIR PATROL

• EXPLORERS, BSA

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg, Washington 25, DC

If you know any member of the AF Reserve Not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Bureau of the Budget approval of this magazine given on 27 June 1952.

COVER

The Communications Element of the 192nd Fighter-Bomber Squadron, Air National Guard, maintains a complete field telephone network at the Reno, Nevada, Municipal Airport. A typical airman, A/1C Bernard Rasmussen, has been employed full time by the Bell Telephone system as a telephone repairman for five years. He enlisted in February 1951 to enter active duty with the 192nd Fighter-Bomber Squadron, and now intends to go for the ANG retirement. The Bell Telephone system is well represented with 16 members in the 192nd Fighter-Bomber Squadron.

Grade Adjustments For Airmen In Effect

Adjustment of Grade and Air Force Specialty (AFS), commensurate with the qualifications of the individual reservist, is now a reality.

Air Force Letter 39-29, Grade Adjustments of Air Force Reserve Airmen, 6 November 1953, provides this opportunity to reservists not on active duty. Reserve airmen who are qualified in an AFS at a skill level above that now awarded may request advancement to the minimum grade which will permit the awarding of the appropriate AFS.

To be eligible for consideration an airman assigned to a unit within Training Categories A, B-1, B-2, C, or D must apply. He must not have received a grade determination under the provisions of AFR 39-43, Enlistment or Reenlistment as Reserves of the Air Force, within two years prior to requesting grade adjustment. Finally he must not have served on active duty for more than 90 consecutive days within that period.

An airman assigned to Training Category F (the Nonaffiliated Reserve Section), in addition to meeting the first two criteria described above, must also have served on active duty for more than 90 days within two years prior to requesting grade adjustment, and agree in writing to affiliate with a participating unit in Categories A, B, C, or D.

Qualified airmen may apply for grade adjustment and award of an appropriate AFS to their unit of Reserve assignment. Since the cut-off date for making application is 1 January 1955, eligible reservists should make application as soon as possible.

A request for grade adjustment must be accompanied by supporting documents in duplicate which substantiate the qualifications for award of an appropriate AFS. They will include, but are not limited to, a narrative description of occupational experience since release from active duty and/or educational achievements; statements from three character references; and, when applicable, recommendations of present and previous employers.

Correction

Maj Gen William E. Hall is Asst C/S, Reserve Forces and *not* Deputy C/S, Reserve Affairs, as was erroneously reported in the September issue.

Reminder To Reservists With Over 18 Yrs Service

Reservists who have more than 18 years' service for longevity as of 1 November 1953, and have not previously executed AF Form 806, now have until 1 November 1954 to take advantage of the provisions of the Uniformed Services Contingency Option Act of 1953. Personnel in above category who do not act now cannot elect to be covered at a later date. Previous deadline for submission of election of options on 30 April 1954 was extended to 1 November 1954 by Public Law 346.

The Act generally provides for payment of annuities to widows and minor children upon the death of a service member receiving retired pay provided he elects to receive a reduced amount of retirement pay and selects certain options prior to actual retirement.

Individuals who will have 18 years' service as of 1 November 1954 and have not submitted election are urged to contact their unit of assignment or Commander, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado, for further information.

Navigator Training Being Developed

A large-scale Aircraft Observer-Navigator Training program, designed to produce 5500 navigators by mid 1958, is now under development, it was announced by Continental Air Command. When plans become firm, details will be announced.

AF ROTC Round-Up

The AFROTC class of 1954 (those students who become eligible for AF Res commissions during 1 May 1954 through 30 April 1955) comprise approximately 13,550 cadets. The disposition of these cadets will be:

- 7,300 or 54% will enter active duty for flight training,
- 1,000 or 7% (scientific and technical graduates) will enter as non-rated officers,
- 350 or 3% were veterans, and
- 4,900 or 36% were to receive Certificates of Completion

(see AF ROTC page 12)

Notable quotes on the
AF Reserve program at
the recent

AFA CONVENTION

ON AUGUST 21st Secretary of the Air Force Harold E. Talbott spoke to a capacity gathering at a banquet at world-famed Boys Town, in conjunction with the Eighth Annual Convention of the Air Force Association. In his speech the Secretary revealed many past and proposed actions directly affecting the Reservist. Following are verbatim extracts of this momentous speech.

PAY INCREASE

"... Now, it requires legislative authority to obtain an across-the-board increase in Service pay. I want the AF to know that I shall do all in my power to secure this at the next session..."

MEDICARE

"... We simply haven't got enough doctors. They do a splendid job for the men, but there aren't enough of them to look after all the wives and children as well. Here is what we are going to do about this problem: *First*. The Surgeon General is taking steps to cut down the administrative paperwork... We are going to insist that administrative personnel deal with these matters and that our available doctors be free to *doctor*. *Second*. The AF has sponsored the submission to Congress of a Bill which provides that when Government doctors and facilities are not available to give immediate and complete care to an AF family, that the family may call a *civilian* doctor at Government expense."

FAMILY LIFE

"... Next to housing and medical care, I believe that a leading cause of hardship in the AF—perhaps the leading cause—is the **INCESSANT SEPARATIONS** from wife and children..."

But I will say this: I think the worst is over. Within two years, the AF will reach a stable point. In the meantime, here is what we are doing to cut down hardships all we can: *First*. We are setting up procedures by which an airman and his family will get at least 60 days' notice of each permanent change of station..."

CONCURRENT TRAVEL

"... We are also going to try and make these moves coincide with the end of the children's school year, and we are providing for a concurrent travel wherever housing is available..."

HOUSEHOLD EFFECTS

"... Next, we have secured legislation which raises the weight allowance for moving household effects..."

HOUSING ALLOWANCE

"... Each family would be paid one month's extra housing allowance on a permanent change of station..."

FRINGE BENEFITS

"... The Commissaries and Post Exchanges are under incessant attack. Their stock have been cut back. Their prices have been raised... I will say this: as long as I have this job, I will fight to the utmost to prevent the closing of the commissaries and the post exchanges... I want their facilities expanded!"

RETIREMENT AND SURVIVOR BENEFITS

"... I recognize the inequities in retirement and survivor benefits. These subjects are under study and will be corrected."

Continued next page



SecAF Talbott and Boys Town head, Msgr Wanger.



Gen Hall: "... there has been a steady increase..."



Gen Johnson: "... you appreciate the time and effort..."

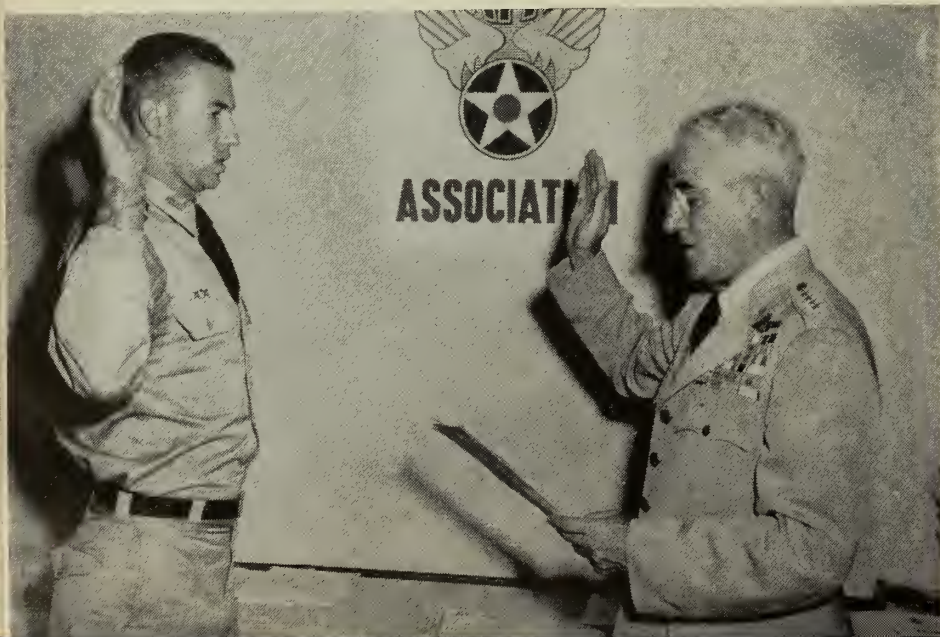


Above: Former AFA president, Gen George C. Kenney, retired, and guest Arthur Godfrey.

Below: John R. Alison, new president of AFA.



Gen Nothom F. Twining, C/S USAF, commissions AFROTC cadet, Kenneth C. Borchert, outstanding Omoho University graduate, in a unique ceremony during this year's AFA convention.



Continued from page 3

EXPANSION

"... There are things that have crept up on us unawares. Our PAY has not kept pace with the times. Our FACILITIES have not kept pace with our expansion. I wonder how many of us stop to think that while we had 1800 officers before World War II, we have 130,000 today; that we had only 18,000 airmen then against 818,000 today."

REFORMS

"... We must reform these evils. I give serious warning to the public that if we don't, we shall run into a serious crisis in manpower within 12 months—a crisis that won't be cured by money or by the draft... As of June 30, we had over \$8 billion of unobligated, authorized funds. It is all earmarked, under the law, for Public Works and equipment, and I don't have authority to use any of it to set up the reforms I have described; but I certainly think we should be authorized to better the living conditions of our people. That is the only way we can secure the utmost *quality* in the air defense of our country."

AF ACADEMY

"... I want to mention the Air Force Academy. It is the recognition that the Air Force has come of age... I want to call on the members of the AFA, the alumni of the AF, to assist us by getting the outstanding young men of your communities interested."

PLEDGE

"... I want everyone in the AF to hear me when I make this pledge; that as long as I am Secretary, I will fight unceasingly, with any and every resource

I have, to make good on my commitments, and to make the AF the most sought after and prized career in the United States."

* * *

On August 19th the Reserve Forces Conference portion of the Association's meeting was held, where leaders of the Reserve Program spoke in regard to present and future operations of the program. Among the speakers were Maj Gen William E. Hall, Asst C/S Reserve Forces, USAF, and Lt Gen Leon Johnson, Comdr, ConAC.

In regard to recent press statements from Washington regarding the abolishment of the Reserves, Gen Hall had this to say:

"... I've heard many reports which would indicate that these statements [abolishment of the reserves] have caused a great deal of uneasiness among Air Force Reservists as to the future of the Air Force Reserve. I'd like to give it as my opinion, and I've been fairly close to this subject, including the study on Reserve mobilization requirements, that there is nothing in the present program which will not be required by any set of future mobilization requirements, and there is nothing going on in the Air Force Reserve today which will not fit into any scheme that anybody can dream up."

INCREASE OF RESERVE MEMBERSHIP

"... over the period of the last year there has been a steady increase of, a very steady and a very substantial increase, in every element of the Reserve Forces Program with regard to membership and participation."

FACILITIES

"... Reserve Forces facilities are actually under construction at this moment... I'm sure the program will be maintained, and if it is, by 1958 we will have all of the Reserve Forces facilities for which we presently see a need."

RECRUITING

"... We presently have in the neighborhood of eighty-two percent of our officer requirements. The same is not true of airmen although there has been a very steady rise in the last year. Presently we are up to about twenty-five percent in our TO and E units."

* * *

Filling out the Reserve picture, Gen Johnson began his remarks with a salute to the spirit of the Reservists:

"The more you work with it [Reserve Program] the more you appreciate the

(see AFA page 12)

ROPA PASSES

When the President signed ROPA, thereby making it a law, the many thousands of reservists were affected by it. Here's how it affects you . . .

FOR many years Reservists have advocated that a permanent system of promotion be established in law in order to provide a measure of permanency which they felt was not present in a system governed by regulations. Such a statute would enable each Reservist to plan his military career with definite guide lines and the assurance that he will be considered for promotion at appropriate intervals.

This desire has been brought to fruition for Reserve officers with the passage of the Reserve Officer Personnel Act by the Senate in the closing days of the 83rd Congress. The House had given its approval over a year ago. The Act has now been signed by the President and becomes effective on 1 July 1955.

ROPA is patterned on the Officer Personnel Act of 1947 which governs promotion and elimination for Regular officers. It provides a statutory basis for promotion and elimination of officers of the Reserve components and will eventually affect the military careers of hundreds of thousands of non-Regular officers.

The Act applies to all officers of the Air Force Reserve and Air National Guard of the United States who are in an active (or promotable) status under its provisions. Reservists of both components will now compete with each other (and with their fellow Reservists serving on active duty) for promotion against over-all mobilization requirements. They will also be considered at certain phase points in their careers without respect to vacancies. In addition, the present system of promotion against specific vacancies in units will be continued as will the confirmation of active duty temporary promotions after completion of stated time-in-grade.

The Reservist must take the bitter with the sweet, however. Elimination features not now provided are included in the Act to insure vitalization in the Reserve forces and to provide necessary attrition to insure opportunity of con-

sideration for promotion to all Reservists. In addition to the attrition now provided for maximum ages, the Act provides for elimination upon being twice passed over for promotion, upon attainment of certain total service and



President Eisenhower signs the ROPA Bill at his office of Lowry Air Force Base, Denver, Col.

in certain instances where excesses occur in the grade structure.

The new system will be implemented in three places. Headquarters USAF will administer the system for officers on extended active duty; the National Guard Bureau for officers of the Air National Guard of the United States not on extended active duty; and Continental Air Command for officers of the Air Force Reserve not on extended active duty. Although the provisions of the Act are applicable to all three elements, differences do exist with respect to handling the system for each element. The remainder of this article will deal with the element for which Continental Air Command has implementation responsibility, those officers of the AF Reserve not on extended active duty.

OBJECTIVES

In addition to the general objective of providing a promotion and elimination system in law, the Act has specific objectives as follows: (1) It must be common to all Reserve components and all Services; (2) It must parallel the system for regular officers of each Service; (3) It must continue unit promotions against specific vacancies; (4) It must provide promotional opportunity at phase points in an officer's career; (5) It must provide consideration of all officers against over-all mobilization vacancies; and (6) It must provide for forced attrition to keep the Reserve forces vitalized.

ACTIVE STATUS

Only those officers in an active status (Reserve training and active duty) are subject to the provisions of the new system. This excludes officers in the Retired Reserve and officers on the Inactive Status List. Also, officers presently in the Ineligible Reserve Section will probably be excluded since the Act provides for a minimum number of participation points for retention in an active status. This number will be set by the Secretary and may not exceed 50 in one year. Indications are that the number will be set at 15 earned points, the minimum number now prescribed for retention in the Non-Affiliated Reserve Section.

CONSTRUCTIVE SERVICE CREDIT

Present regulations with respect to constructive service credit upon initial appointment of officers in special fields; i.e., medical, chaplain and legal, are repeated in the Act. Such credit is presently given to determine the grade in which such officers are appointed; the Act also gives them this credit for promotion purposes. The Secretary is also authorized to extend such credit to other officers under certain circumstances. This authority will probably be exercised mainly to place officers appointed from

(Continued next page)

(from preceding page)

other Services with their contemporaries in the Air Force.

SENIORITY AND SENIORITY LISTS

Elements of seniority are established to provide for establishment of seniority lists. These lists are literally the heart of the new system and are comparable to the active list of the Regular Air Force. From these lists it is determined when an officer is due for consideration for promotion or elimination. Officers rank by grade. Within the same grade, they rank by promotion list service (normally the date of appointment). When promotion list service is the same, they rank by total federal commissioned service. The Secretary is authorized to establish other elements, if necessary, such as age and total active federal commissioned service.

MOBILIZATION REQUIREMENT

A figure of 200,000 officers is established in the Act for the Reserve components of the Air Force. This figure may be exceeded by the Secretary under stated conditions, principally for purposes of establishing a figure to meet mobilization requirements if they exceed that figure. 157 General Officers are provided, exclusive of State Adjutants General and Assistant Adjutants General and those General Officers on duty with the National Guard Bureau. Other grades are provided for by percentage of total authorized strength; 1.8 for colonels, 4.6 for lieutenant colonels, 14.0 for majors, 32.0 for captains, and the remainder as lieutenants.

METHODS OF PROMOTION

As stated above, the present confirmation of active duty temporary promotions and promotions against specific unit vacancies continue. Two new methods are provided, consideration against over-all vacancies and mandatory consideration at phase points in an officer's career. Over-all vacancy promotions depend upon the mobilization requirement established and appear somewhat remote at present since Reserve officer strengths are currently approximately 75,000 in excess of the 200,000 figure stated in the Act. Mandatory consideration is provided for second lieutenants at completion of three years' commissioned service; for first lieutenants at completion of seven years' commissioned service, and four years in grade; for captains at completion of fourteen years' commissioned service and seven years in grade; and for majors at completion of twenty-one years' service and seven years in grade. Promotions above these grades will always be against either

specific or over-all vacancies.

MINIMUM TIME-IN-GRADE

The Act provides for minimum time-in-grade before an officer can be considered for promotion. These are: three years for second lieutenant; two years for first lieutenant; four years for captains and majors; three years for lieutenant colonels; and one year for colonels and brigadier generals. Major general is the highest permanent grade in the Reserve components, as it is in the Regular Air Force.

SELECTION BOARDS

Provisions are made for selection board membership and procedures in considering officers for promotion. They do not differ greatly from procedures already established. All boards will have a majority membership of Reserve officers.

LIMITATION OF GRADES FOR CERTAIN OFFICERS

WAF officers are limited to the grade of lieutenant colonel, while nurses and female medical specialists may be promoted above the grade of captains only to fill an authorized vacancy in those categories.

LOWER THAN CLAUSE FOR OFFICERS PROMOTED WHILE ON ACTIVE DUTY

An officer promoted while serving on extended active duty may not serve in the higher grade. This is necessary to avoid extensive reduction-in-force in the active establishment. He may, however, request relief from active duty if he so desires.

ADJUSTED DATE OF RANK

When a Reserve officer is ordered to extended active duty, his date of rank will be adjusted accordingly. Present statute provides for adjustment to include all active duty or active duty for training performed in that grade or any higher grade. The Act extends this to include adjustment for points earned while on inactive duty training and provides a full year's credit for each year of satisfactory federal service under Title III of Public Law 810, 80th Congress. These extra credits are applicable only after the effective date of the Act.

REASSIGNMENT OF GENERAL OFFICERS

The 157 General Officer slots will be identified. General officers changing status; i.e., release from active duty or return to an active status, are given thirty days to affiliate themselves with one of these slots. Those who do not do so will revert to the Inactive Status List, be reduced to the grade of colonel or separated.

FAILURE OF SELECTION FOR PROMOTION BY TWO SUCCESSIVE BOARDS

Officers who fail of selection for promotion by two successive boards will be separated. Exceptions are made for officers assigned to the Selective Service System, for officers who have remaining reserve obligation, and for officers who are within two years of completing twenty years of satisfactory service for retirement purposes.

MAXIMUM AGES

Officers will be separated, or retired, if eligible, upon reaching maximum age as now provided in regulations. These ages are: 62 for Major Generals; 60 for grades below, except that nurses and female medical specialists will be separated or retired at age 55 if in the grade of lieutenant colonel or major and at age 50 if in grades below.

LENGTH OF SERVICE

Major Generals are subject to separation or retirement upon completion of thirty-five years of total commissioned service or five years in permanent grade, whichever is later. Brigadier Generals and Colonels are treated likewise at completion of thirty years of total commissioned service or five years in permanent grade, whichever is later. These provisions are delayed in application, however, until two years after the effective date of the Act, or 1 July 1957. The Secretary may retain ten major generals and ten brigadier generals, notwithstanding this provision, until they reach 60 years of age. Other officers in the grade of lieutenant colonel and below are subject to immediate separation or retirement at completion of twenty-eight years of total commissioned service, with the exception of WAF officers below lieutenant colonel who are subject to such action on completion of twenty-five years' service.

EXCESS OFFICERS

The Secretary may convene a special board to select officers for mandatory retirement if he determines that excesses are present in any grade. Such action will apply only to those officers who have completed sufficient years of satisfactory service to qualify them for retirement.

Considerable amendment of existing regulations and policies is necessitated by the Act. Further, establishment of seniority lists and selection and elimination procedures will require extensive preparation within the Continental Air Command. For this reason, Reservists are urged to refrain from extensive inquiries regarding the Act so that necessary (see ROPA page 12)



Bob Bursts



St. Moritz, winter wonderland, and scene of famed bobsled run, where the U.S. Air Forces team, headed by AF Reservist, Captain Dick Severino (left), won the 1954 Waller Cup title.

SCENE: the international bobsled competition at St. Moritz, Switzerland, last February. Several European countries were competing for the titles, trophies, and glory.

Entered in the four-man sled race for the Waller Cup was the U.S. Air Forces in Europe team. Two other Air Forces were represented—Italian and Norwegian. All participants ready to brave the famed and dangerous St. Moritz course were expert bobsledders, veterans of countless races—with two exceptions. Both exceptions rode in the USAFE sled, two airmen who were novices at the perilous sport.

The USAFE team, however, thrilled the spectators with a speedy initial heat in the sizzling time of 1.22.5. The American bobsledders had to lower that time in the second run to assure themselves of the title.

The crowd gasped as the sled shrieked up and down the last curved bank, then roared to the finish line in 1.22.3. USAFE had won the Waller Cup race and plenty of prestige for the Air Force.

Greatly responsible for the winning of the coveted cup is Air Reservist Capt Maurice "Dick" Severino, member of the 1952 U.S. Olympic team. An M-Day Assignee with the USAFE Office of Information Services, Capt Severino is a sales representative for a Belgian firm.

With A/1c James E. Stearns, another 1952 Olympic bobsledder, Capt Severino trained Airmen First Class Lattrell Crosby and R. W. Berry, Wiesbaden, Germany. A comparatively short training period and the USAFE group was designated as the alternate team to represent the United States in the World Championship bobsled titles at Cortina, Italy, early this year.

Although the team did not participate in the finals, it broke the world's record during the trial run. But Capt Severino and Airman Stearns did compete in the World Championship race for four-man sleds as crew members of the U.S. number two sled, driven by Arthur Tyler, an American AAU representative.

Racing against the top teams in Europe, they finished the finals in fourth place, ahead of defending world champion Lloyd Johnson, who drove the U.S. number one sled. After this race, Capt Severino took his team to St. Moritz where the American sledders sped to victory.

Capt Severino, a Saratoga Springs, N.Y., native, enlisted as an aviation cadet while attending Cornell. Commissioned in Oct 1943, he served on active duty until Aug 1946. His tour included 13 months with the 315th Bomb Wing on Guam.

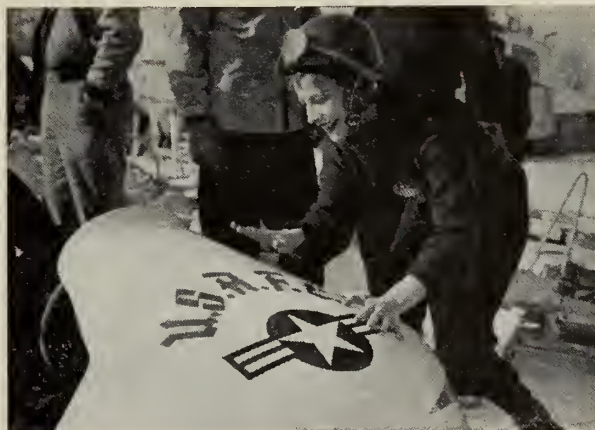
The veteran bobsledder was recalled to active duty in May 1951 and assigned to the USAF Public Information Branch as liaison officer. He was released at his request to accept his present position in Europe. In Feb 1954, he completed two weeks of duty with the USAFE OIS.

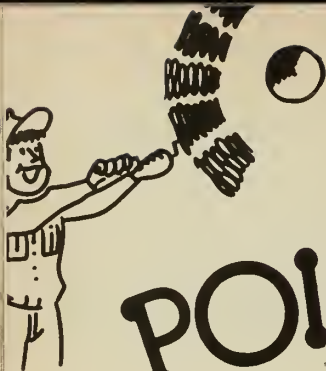
The sled used by the Air Force men was built by the 7100th Maintenance Sq at Lindsey AB, Wiesbaden. Participation in European bobsled meets is in conjunction with the German Bob Club, Taunus, of which all USAFE bobsledders have become members.

Plans have been made for the USAFE team to participate in a number of events in Europe this coming season when Air Reservist Severino once again can take time off to lead the American bobsledders.

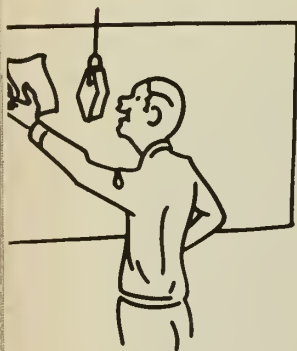
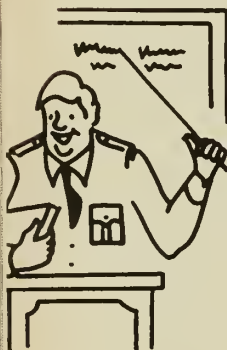
Scheduled to compete against teams from Austria, France, Germany, England, Italy, Norway, Sweden, Switzerland and Canada, the Air Force men are looking eagerly ahead when they can further their unofficial roles as ambassadors of good will for the U.S. Air Forces in Europe.

Signe Hasso, motion picture star, gives the USAFE bobsled a good luck pat. The actress was making a film while on location at St. Moritz.





POINT COUNT-A-POINT



THAT question of points again. Points for meetings, points for retirement, points for retention, points for correspondence courses, gratuitous points, points for . . . ad infinitum. The points

factory years but who has not reached 60, may continue actively in the program, possibly receive a promotion and get a resulting increase in retirement pay. On the other hand such an individual may elect relief from further military activity, become a Retired Reservist, and upon reaching 60, he will commence receiving his retirement pay.

in this piece are POINTS FOR RETIREMENT.

With the exception of two changes affecting three paragraphs of AFR 45-15, 18 December 1952, the method of acquiring points remains the same. Retired and Standby Reservists on the Inactive Status List are not eligible for the award of points under the provisions of the regulation. Also excluded are reservists assigned to the Ineligible Reserve Section. While Ineligible Reservists do receive the gratuitous points for reserve membership, they are not eligible, while in this status, to participate in point-gaining activities.

Prior to 1 July 1949 a year of satisfactory Federal service (satisfactory year for retirement purposes) will be considered to be any 365 days, not necessarily consecutive, served on active duty, or as a member of a Reserve component, or combination of both, of the Armed Forces. After 1 July 1949 a satisfactory year is one attained in accordance with the following requirements. (Note: Normally a retirement year starts July 1st and ends the following June 30th. However, a reservist who enters, or re-enters, the program on a date other than July 1st, his year terminates the day before the anniversary date of his actual entry, or re-entry, into the Reserve program.)

For retirement an eligible reservist needs 50 points for a "satisfactory year", 20 satisfactory years—not necessarily consecutive—and must attain the ripe old age of 60. He can then receive for the rest of his life an income of $2\frac{1}{2}\%$ of the base and longevity pay of the grade held at the time of retirement multiplied by the number of 360 day "years" he may have acquired. These "years" are the total of all of his points and days of active duty divided by 360. The only other stipulation is that the last eight years of qualifying service must have been as a member of a reserve component, i.e., not as a Regular. A reservist, having completed 20 satis-

The awarding of points, in addition to being authorized by competent authority prior to the commencement of scheduled training, must be controlled and supervised. They are given for the time and effort expended by the individual for maintaining and improving military know-how. This training must be acquired without remuneration other than pay as a member of the Air Force Reserve. (Example: As a paid reporter assigned by his newspaper to cover a Reserve assembly, a Reservist cannot be authorized a point for participation in the same assembly.) Only one point per day may be authorized unless a training assembly lasts for eight hours or longer, in which case two points may be credited.

For other than active duty the maximum number of creditable points per year is 60. The surplus over this figure may not be added to another yearly point total for the purpose of meeting the criteria of a satisfactory retirement year. What happens to the 60-plus points? The excess is not gained in vain. It is considered in determining efficiency ratings, changing AFSC's, at times of promotion, and for selection of leaders in the reserve program.

Of the 50 points required for a satisfactory year, 15 are "gratuitous", or points which are automatically credited to the reservist just for being in the program. (Inactive Status List and Retired Reservists are not credited with gratuitous points.) This leaves 35 to be earned.

An Air Reservist can almost halve this number by attending a summer encampment—15 points for 15 days of active duty. To allow participation in this training, government agencies and a good percentage of civilian employers grant their employees "military leave" which is in addition to "annual leave" or vacation time. The Reserve program cannot require an employer to follow this procedure and so each reservist by his sincere belief in the reserve must

"sell" his employer on the worth and meaning of a topflight program. The accomplishment of a summer encampment brings the point total to 30 of the required points—with 20 to go.

Of course, if a reservist goes on extended active duty (EAD) he receives a point for each day of that duty. It should be noted that a point is earned for each day of active duty performed in any grade or status, including active duty in a regular component of any service.

A reservist gets one point for attendance at each authorized unit assembly—whether it is for pay or not. It is important to remember that the assembly must be authorized and must be scheduled in advance. A group of men cannot get together for a bull session and then decide to call the meeting an official assembly. Some units lump their monthly training periods into one week-end. Instead of meeting four times a month for two to four hours each time, these units train all day Saturday, at



least eight hours, for two points, and again all day Sunday for another two points. Twelve such week-ends a year would yield 48 points—many points in excess of the total requirement. Incidentally, AFR 45-15 states that unit training assemblies will be of at least two, and normally four hours' duration. The minimum two-hour period is fixed because four-hour evening sessions would run pretty late, even if they started at 1900 hours.

A point may be given for equivalent training or instruction. Rated personnel may take flight training—provided it is TRAINING, provided that such training is accomplished in accordance with published minimum proficiency standards for the Reserve, and provided this training is performed in military aircraft. An individual or group of individuals may be authorized a visit to an airplane company to observe assembly line methods. Doctors may obtain points

for performing a specified number of physical examinations or inoculations or any member of the Armed Forces or any individual being enlisted in or appointed to a component of the Armed Forces. In like manner dentists can also get points for performing dental examinations only—not for treatment. Members of the Military Amateur Radio System (MARS) may get points for supervised network drills.

A point may be given for equivalent duty or appropriate duties. Distinction must be made between this point-getting activity and the foregoing one—training and instruction as contrasted to duty. Keeping in mind the fundamentals required for the awarding of points, a reservist may add to his total by working with the Selective Service System, by recruiting, by performing administrative, maintenance and liaison duties with the Civil Air Patrol, administrative duty with the Reserve Forces including planning, supply and supervision of training, and general duty relating to procurement planning and industrial mobilization.

Each three hours of extension courses satisfactorily completed is worth another point. With the Extension Course Institute (ECI) offering some 60 courses in strictly Air Force subjects and sponsoring almost any of the courses devised by the sister services and the Department of Defense, it should not be too difficult to get points this way. In furthering a military education a reservist can add materially to his civilian life with these free correspondence courses. Consider how much it would cost to take a commercial correspondence course in Electronics Fundamentals.

Rated flying personnel can gain a point for each four hours, not necessarily continuous, of flying time accomplished in a military aircraft. The flight must be performed in accordance with the published minimum proficiency requirements for the reserve program element to which the flyer is assigned. It should be emphasized that the reservist must be a rated person and the flight time must be recorded in the "Individual Flight Record", either AF Form 5 or 5A.

An additional point may be garnered for being an instructor at one of the authorized training assemblies, at a unit school, or even an authorized assembly of military personnel other than a unit training assembly. Such an instructor should be well-qualified, either by training or by experience, for the task. Thus a reservist lawyer could explain the

Uniform Code of Military Justice, a navigator could expound on celestial navigation, a corpsman on malaria, and so on.

Sometimes a qualified reservist is requested to address or instruct an AFROTC, ROTC or NROTC class and this is also a point-getter. Such an address might include an individual military experience, some type of training, a tactical problem, almost anything that would serve as instruction for the future officers of the armed forces. Even a local teacher, who is a reservist, might qualify for a point by lecturing to such groups on a subject, not necessarily military, on which he is a recognized authority.

Under the aforementioned conditions, a point may be awarded to a reservist assigned to the Air Force Liaison Officer for presenting authorized instructions to members of the Civil Air Patrol, the Ground Observer Corps or the Air Explorer Boy Scouts.

With the exception of an 8-hour or longer instruction, a reservist may earn only one point per day regardless of how or where he instructs.

The preparation for each hour of instruction is also worth a point with a two-point maximum. The two may be awarded only if eight or more hours were required to prepare the two-hour instruction. If the instruction is repeated there can be no awarding of preparation points again but another point may be gained for conducting the assembly, provided a point for attendance is not also credited.

These point-getting methods for retirement purposes are of such diversity that no eligible Air Force Reservist can excuse himself from engaging in the AFRes program. A little diligence now may mean solid comfort in the future.

HOW

do you stand on
points accumulated this year?
Now is a good
time to check!

Director of the Washington Airport, Air Reservist and famed flier, Colonel Bennett Griffin is an

Able Airman



Col Bennett Griffin and the huge Washington National Airport which he directs.

By George Marker

FROM AVIATION'S early phase of World War I "pushers" until today's supersonic jet jobs "Benny's" creed has never wavered.

"Benny" is Air Reservist Col Bennett H. Griffin, mobilization assignee in the Program and Requirements Branch, Directorate of Operations, Headquarters, USAF.

During his 34 years of active and reserve service as an Air officer he has preached and practiced a single way of life for America's aviators. It is contained in his zealous and unwavering creed and simply sets forth the axiom:

"The side that wins the war is the side that can fly in the worst weather and suffer the least attrition."

In most of his life his role has been as researcher and teacher in the importance of long-range, weight-carrying and

instrument flying and other aviation aids. But on the more dramatic side was his flight with flying partner Jimmy Mattern from New York to Berlin on July 6, 1932.

Departing from New York's Floyd Bennett Field July 5th, the Griffin-Mattern duo negotiated the 4,100-mile course to Berlin in less than 30 hours, cracking the previous mark set by Post and Gatty in June 24, 1931, by nearly six hours. On the same flight two additional records were set by Griffin-Mattern. They had flown 2,000 miles over the Atlantic in 10 hours and 50 minutes, and from Harbour Grace, Newfoundland, to Berlin, a distance of 3,000 miles, in 17 hours and 18 minutes.

Not content with their performance, Griffin-Mattern stayed at Tempelhof only long enough to freshen up before they went aloft on an abortive attempt to break Post-Gatty's globe-girdling record.

As it happened, the plane developed engine trouble near a small town close to Minsk and they were content to set it down softly in a peat bog . . . finale of a grand try which had ended with the completion of only about one-third of the distance negotiated.

An aviation magazine commenting on the Griffin-Mattern flight later said:

George Marker is a former *Washington Times-Herald* newsman and now a staff writer with the Military District of Washington.

"Both Griffin and Mattern were talented and clever men in the air with other men of their time who challenged the impossible. They inspired the youth of our country to go ahead. It was such an inspiration and pioneer work that made it possible for the United States to do in the air what it does today."

Griffin holds the Presidential Unit Citation, Legion of Merit, and Air Medal.

Col Griffin was born 59 years ago in Barton, Miss. He entered the Army immediately after graduation, was commissioned a pilot and served in Italy, France and England during World War I.

Following the war—from 1919-32—his aviation career, anything but specialized, covered the field like aeronautical 'soup to nuts.'

From 1922-25 he started moving upwards and became the owner of a commercial aviation company in Oklahoma City. He began developing aircraft, equipment, instruments and developing flight techniques and methods of aerial refueling.

In 1933 his career took a new turn and he conducted a series of air shows across the nation to foster aviation development. In December of that year he accepted a position with the Bureau of Air Commerce (now CAA) as an aeronautical inspector.

After two years Col Griffin was placed in charge of experimental development which included the development of instrument flight techniques, radio range, electronic landing aids, airport approach and runway lighting. He was also one of the organizers of CAA's Link-Instrument Flight School in Detroit and, from 1938-40, he instructed CAA Regional Flight Personnel on advanced instrument-multiengine flight techniques.

Just prior to his going on active duty as a major at the outbreak of World War II, Col Griffin established and directed development of the CAA Standardization Center, Houston, Texas.

Initially assigned as commander of the 2nd Operational Flight Training Unit, Homestead, Florida, he succeeded in developing new coordination and long range cruising procedures.

Assigned next to duty at ATC headquarters here in Washington, he helped draft the Air Inspection System for the Air

Transport Command. Traveling to all theaters of war, Col Griffin flew some 200,000 miles on emergency missions over every route of the ATC—at least half of the total mileage was negotiated over ocean waters.

After the war he accepted a colonel's commission in the Air Corps Reserve and returned to CAA in 1946 to supervise the transfer of the special CAA Standardization Center from Houston to Oklahoma City.

It was poetic justice that an appropriate reward be presented to the pilot who landed the first plane at Washington National Airport in 1940. And appropriate it was, for that pilot was Griffin who flew a CAA plane carrying the then Secretary of Commerce Harry Hopkins and other notables to the dedication ceremony of the field by President Roosevelt.

The same pilot on June 1947 was appointed Administrator (new Director) of Washington National Airport. Today this CAA-operated, government-owned 730-acre airport returns better than \$1 million profit to the U.S. Treasury annually. The Airport is operated as a business enterprise and administered along the lines of a first class city, the reservation having an employee population of more than 11,000 persons, composed of governmental, airlines and concessionnaire personnel. The success of the Washington National Airport serves as a tribute to Col Griffin's long experience as a pilot, businessman, technician and scientist who has combined his talents to insure practical returns.

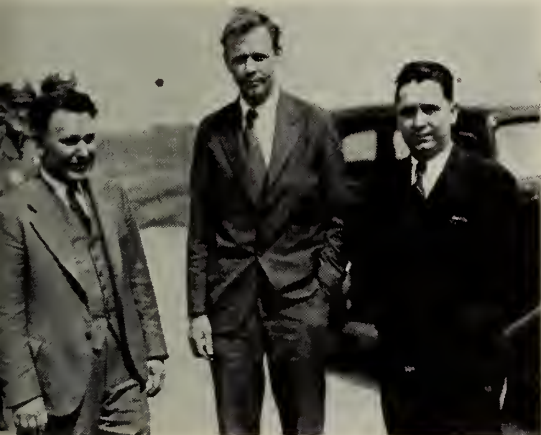
A veteran of over 15,000 hours in the air, he now holds the highest commercial rating as a pilot, that of Airline Transport Pilot, and a Command Pilot in the Air Force. Col Griffin is a member of the following organizations:

The National Aeronautical Association Contest Board; Veteran Air Pilots Association; Quiet Birdman; American Legion; Aero Club of Washington; Federal Aeronautical International; Air Force Association; and Tau Omega (Aeronautical Engineering Fraternity).

He's a little guy. He's only 5 feet 7" and weighs about 165. This modest and mild-mannered executive, who often issues 'suggestions' instead of flat orders, sits calmly while hot-tempered visitors sometimes purple the air and pound his desk. He would rather not bring up his daring exploits, but is gradually coming around to thinking that he'd better dispense the stuff that inspirations are made of. The veteran airman would be very happy if the youth of America could be convinced of the importance of long-range, weight-carrying and instrument flight potentialities, and that a strong Reserve Force should be a "MUST".

But that's where we came in.

At the left Col Griffin is pictured with the late Wiley Post (far left) and Brig Gen Chas A Lindbergh (center). Below is shown the small plane Col Griffin used on his famed New York-Berlin-Moscow flight.





Cross Country Report

A pioneer Industrial Mobilization Flight has been formed as part of the 9462nd Air Reserve Squadron in Washington, D.C. Organized at the direction of Col Ted E. Enter, Squadron Commander, it is under the leadership of Maj A. W. Frazer, with Col David Price as Deputy Commander. The Flight, first of its kind in the AF (second in the military establishment), deals with the varied problems of industrial mobilization in the event of emergency. It has enjoyed a rapid growth, finding in Washington a great number of Air Reservists in the industrial and technological fields.

☆ ☆ ☆

Free government insurance coverage has been extended ROTC students during training at summer camps under provisions of a bill signed by the President recently. It provides \$10,000 free indemnity insurance for cadets called or ordered to active duty for 14 days or more. ROTC personnel also gain the right to apply for national service life insurance within 120 days after separation from active training duty of more than 30 days.

☆ ☆ ☆

"Unlimited testimonials to the pilots of the 438th" was the reaction of *Milwaukee Sentinel* reporter Robert J. Riordan in a page one story on July 28. The plaudits resulted from a jet ride given Riordan by Capt Gerald Major, AFRCTC jet pilot instructor, between Selfridge AFB and the Wurtsmith gunnery range.

☆ ☆ ☆

The genuine hospitality of the town of Casper, Wyo, toward the 140th Fighter-Bomber Wing of the Colo, Wyo, and New Mex ANG is attributed as a major reason for a higher percentage of Wing attendance at its recent summer encampment, according to Brig Gen Joe C. Moffitt, Commander. Just check this: 11 dances sponsored in the town for the Air Guardsmen within two weeks and a gigantic wild game barbecue on top of nearby Casper Mountain, complete with music for 1,000 officers and airmen!

Jet engine "reverse thrust" devices, which will enable fast-moving jet planes ranging from small fighters to giant intercontinental bombers to operate from almost any airport, have been developed by Boeing Airplane Co, at its Seattle, Washington, plant. The result of three years' study, approximately 45 percent reversal of the jet thrust is possible with the new "brakes." Boeing engineers say reliability of the devices is as good or better than reverse thrust propellers, and permits jet landings at major airports under all runway conditions.

☆ ☆ ☆

A new twist was added to Air Explorer Scouts' activities recently when two Curtis Commando C-46's dropped 1,200 pounds of "Trail Meals" to scouts from Troop No. 6 on a hike in the mountains near Portland, Oregon. The scouts were engaged in logging a Canada-to-Mexico hike. The exercise provided dropping technique experience to reservists of the 403rd Troop Carrier Wing, as well as fulfilling the original design of training scouts in air-coordination. Project officer was Lt Fred B. Ewing, Staff Explorer Officer for Northwestern U.S. and Alaska.

☆ ☆ ☆

Of the 550 physicians and 150 dentists that Selective Service has been requested to provide for December, 200 of the physicians will go to the AF while ALL of the dentists will be assigned to service the troublesome teeth of Air personnel.

☆ ☆ ☆

An outstanding 84.75 percent participation was reported in the 8707th "Alamo" Pilot Training Wing's third annual summer encampment at Brooks AFB, Tex. The wing had 589 reservists on duty as members came to San Antonio for on-the-job training in specialties they would fill in the event of mobilization. Brig Gen John H. Foster, wing commander, praised participating reservists and employers in San Antonio and South Texas who cooperated fully in permitting employees to attend the 15-day session. Between processing activities, Air Reservists heard their important role stressed by Congressman-elect Joe Kilgore.

■ AF ROTC from page 2

Of the 4,900 cadets receiving these certificates, 3,550 accepted the ANG option 3 commission. By 12 August 1954, approximately 2,100 of them had been appointed second lieutenants in the D.C. ANG.

The class of 1955 (those eligible for commissioning between 1 May 1955 through 30 April 1956) is expected to total 10,200. Of these, 8,100 will enter flight training, 1,050 non-rated duties, and 1,050 will receive Certificates of Completion.

The class of 1956 is expected to total 6,600, of whom 5,500 will enter flight training and 1,100 non-rated duties.

■ AFA from page 4

time and effort that people are giving to serving their country on their week-ends during their own time."

ON NEW CENTERS

"... We now have set up fifty [Air Reserve Centers]. We hope to have thirty-five more going this year, making a total of eighty-five. Ultimately our program calls for a total of one hundred twenty-five Air Reserve Centers."

AFRTC AND WING INTEGRATION

Gen Johnson then reported progression of plans for integration of Reserve Flying Center and Reserve Wing organizations into one unit. Authority to do so on a trial basis at two installations has been received and the selected organizations at Mitchel and Dobbins Air Force Bases have been notified.

ON CONSTRUCTIVE CRITICISM

"... we can't know how to run a program unless the people down at the grass roots tell us what they want."

■ ROPA from page 6

sary emphasis can be placed on implementation measures. Information in more detail, with selected questions and answers, is being prepared and will be distributed to Reserve and active establishment units within Continental Air Command. It is suggested that contact be made with these units for specific queries. After the new system is fully implemented, the Air Reserve Records Center at Denver, Colorado, will bear the principal responsibility for its administration.

*Downward ejection is now
possible as parachuting
fliers ride seats and*

HIT THE HATCH

"Down" will be the way out on many planes here on in with the perfection of an automatic ejection seat that catapults the crew member through a hatch in the bottom of the plane. Perfected recently by the Air Research and Development Command, the new device was tested by the Wright Air Development Center in Dayton, Ohio. Seventy three dummy tests were performed before actual human trial by four volunteers for a total of seven jumps.

The men were catapulted downward through a hatch in the bottom of a B-47 at speeds of more than 500 miles per hour and parachuted safely into the Gulf of Mexico.

The new method of emergency escape from high-speed aircraft utilizes an ejection seat which is exploded downward and out of the aircraft. The seat is mounted on rails and is driven downward by the explosion of a powder cartridge. The system is fully automatic. After the jumper pulls a ring to fire the seat out of the aircraft, he is released from the seat and his parachute opened by special explosive and timing devices.

Pilot escape from high speed aircraft by utilizing an ejection seat now is standard practice on most high-speed jet aircraft. All previous ejection escape systems, however, exploded the seat and crewman in an upward trajectory. This method is not feasible for certain current and proposed aircraft because of construction features. As a result, the downward method was devised and will be used in certain crew positions on the B-47, B-52 and several other advanced-design aircraft.



CELEBS SPARK OPENING OF L. A. RESERVE CENTER

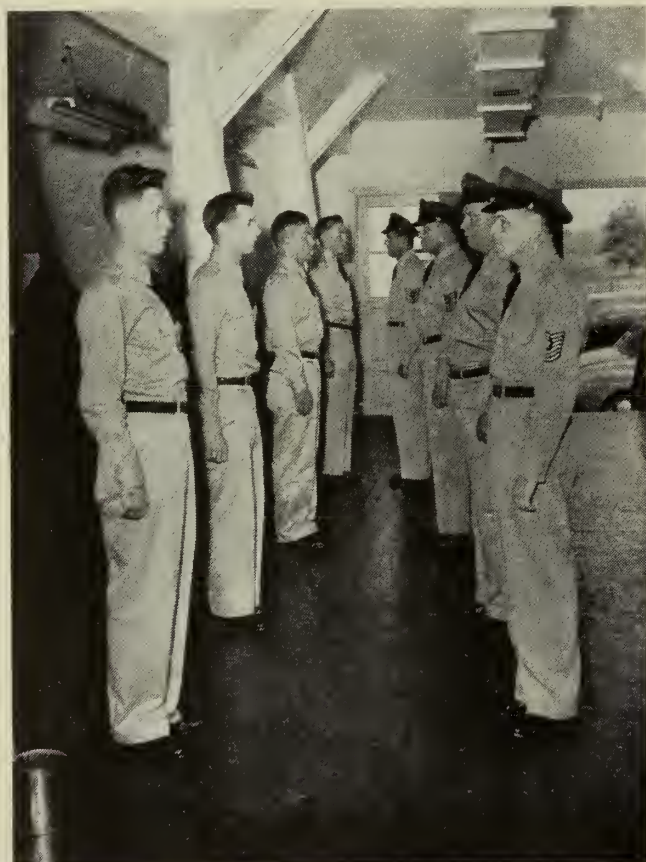
Emphasizing the new look of the Air Force Reserve, the Los Angeles Air Reserve Center held a spectacular Open House recently, complete with all the fanfare of a Hollywood premiere.

While an Air Force orchestra entertained outside amid a battery of searchlights, a crowd of over 5,000 visited the various exhibits within the Center. Waiting inside to escort the visitors throughout the Center were a corps of attractive airline stewardesses, WASPS and "Powder Puff" Derby Aviatrices.

Following a dramatic color film of the 1952 Olympic Games at Helsinki, Finland, a number of athletes who participated in the Games were introduced to the audience by Fred Hessler and Cleve Herman, well-known sportscasters. Beirne Lay, Jr., author of "Twelve O'clock High," "I Wanted Wings," and other novels, introduced test pilots from Lockheed, Northrop and the famous Paul Mantz of motion picture flying fame.

Movie actress Pat Crowley from Paramount Studios was named "Miss New Look" by Col Charles A. Rose, Jr., Center Commandant, during ceremonies in the Los Angeles City Hall, as acting Mayor John S. Gibson looked on.

The purpose of the open house was to acquaint the general public with the importance of the Air Reserve Program and the vital part it plays in our national defense. The Los Angeles Center was officially activated last April as part of the nation-



14



M Sgt. Ranald B McDonald and Miss Pat Crowley.

wide development that saw 50 such Centers activated.

The new Air Reserve Center plan has been labeled by Air Force officials as the most significant development in the Air Reserve program since the start of the Korean conflict. Under its provisions the small Air Reserve Groups and Squadrons formerly known as Volunteer Air Reserve (VAR) units, now come under the jurisdiction of the new Air Reserve Centers. The centers supervise the training of individual reservists and offer specialist courses with training pay, as well as general and professional courses on a non-pay status.

Maj Gen Alfred A. Kessler, Jr., who directs Air Reserve activities in the eight Western States, pointed out that the Air Reserve Centers have no effect upon the activities of the Fourth Air Force's organized Air Reserve units: the 45th Tactical Reconnaissance and 77th Air Depot Wings at Los Angeles Beach Municipal Airport, the 349th Fighter Bomber Wing at Hamilton AFB, California, and the 403d Troop Carrier Wing at Portland International Airport in Oregon. The organized organizations, he explained, train as units, whereas the Air Reserve Centers train reservists as individuals.

← Like Father, Like Son

Eighty years of military experience passed on to the younger generation in an extremely unique situation at Mitchel AFB recently when four master sergeants inspected their sons—all AFRes basic trainees. The fathers are regular AF career men with a combined total of 79½ years service. The sons are recent enlistees in the AFRes and completed a two weeks basic training program, last month, with the 514th TCW (Res). After four more months weekend training they will complete the requirements for promotion to airman third class. From left to right, the airmen basics are Edward H. Luck, John Zelanes, Manuel A. Hidalgo, Jr., and Lawrence B. Cauch. Starting to inspect their sons are (l to r) M Sgts Allen B. Cauch, Manuel Hidalgo, Michael Zelanes and Alfred J. Luck. All four families live at Mitchel AFB.

MAIL BAG

Dear Editor:

Upon recall to active military service, what is the disposition of my reserve records?

PL
Omaha, Nebr

The Field Personnel Record is shipped to the first active duty station. Upon receipt of NME Form 10, Active Duty Report, ARRC will then ship your Master Personnel records to Headquarters, USAF.

Dear Editor:

What is the proper form to use in applying for a Certificate in Lieu of Lost Destroyed Discharge Certificate or Report of Separation?

AJR
Tucson, Ariz

AF Form 680, which can be obtained from the nearest AF installation, active or reserve.

Dear Editor:

Upon assignment to an active program element of the Air Force Reserve, what is the disposition of my reserve records?

AVR, Jr.
Utica, NY

The Master Personnel Record is retained at the Air Reserve Records Center, and the Field Personnel Record is shipped to unit of assignment. If the reserve assignment is outside the jurisdiction of Continental Air Command, the ARRC records are shipped to the headquarters of the appropriate major air command.

Dear Editor:

Does a temporary promotion in the USAF constitute a promotion in the FRRes?

RM
Newark, NJ

No. However, a Reservist who held a temporary USAF promotion on or after 26 June 1950 and is not now on EAD may apply to the ARRC for his Reserve promotion. If he is on EAD he should apply to the appropriate Air Force. In either case the promotion is subject to the following completed time in grade requirements: 2d Lt to 1st, 3 years; 1st Lt to Capt, 2; Capt to Maj, 4; Maj to Lt Col, 4; and Lt Col to Col, 3.



The new WB-50

AWS SWITCHES FROM B-29'S TO 50'S

The WB-29, for over seven years the work horse of the USAF Air Weather Service, is being put out to pasture. The higher, farther, and faster flying Boeing B-50 will replace the old war wearies in the peaceful—

though hazardous—job of gathering weather data in storm and calm, filling in the blank spaces on the world weather chart.

WB-50s ("W" for weather) are expected to begin replacing WB-29s in May of next year, USAF Air Weather Service at Andrews Air Force Base, Washington, D.C., has announced. Retirement of the last WB-29 from worldwide reconnaissance routes is expected before Christmas of 1955.

Weather reconnaissance experts forecast even more efficient operations with the WB-50 than are now possible with the WB-29. The 50's can fly higher, farther and faster, with the result that weather reconnaissance coverage of the world's desolate and isolated areas will be increased by almost 25 percent. Whereas the 29's were able to probe the atmosphere at 3½ to 4 miles, the 50's will permit aerial inquiries at 6 miles.

Crew fatigue will be reduced aboard the newer planes with the periscopic sextant, the N-1 compass, the ARA-44 ground-position indicator, and an E-6 Minneapolis-Honeywell autopilot. In addition hot meals for weather crew members will replace the present thermos coffee and sandwiches, for the B-50 carries a B-4 electric oven for the heating of frozen lunches en route.

AWS aerial squadrons fly regular weather missions from Alaska, Hawaii, Japan, Guam, Bermuda and England, as well as California.



An observer scans the sky for any tell-tale good or bad weather signs.



The Dropsonde, a radio transmitter, is dropped through a hatch. It will send back readings of air conditions.

pictures of the month

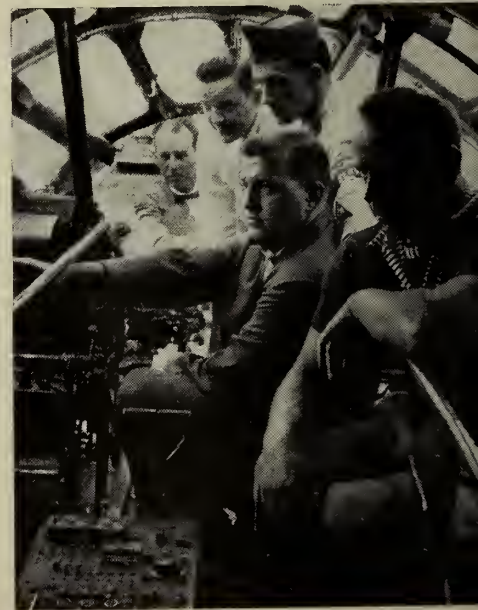


Food for thought. Five sets of brothers are in the 144th Fighter-Bomber Wing's (Calif ANG) food service squadron. All attended the wing's annual field training at Gowen ANG Base, Boise, Idaho, in August. Left to right: A/B John and A/3c Lawrence Ramos, Jr; A/3c Webster and T Sgt Joseph Low; A/2c Howard F. and A/3c Charles E. Bond; S Sgt Dominic A. and T Sgt John E. Devincenzi; A/3c Kenneth A. and T Sgt Clarence L. Pierce. All are residents of California.



The B-47 which set a jet endurance record of 25 hrs, 19 min, covering 12,000 miles—7,000 over water. Carrying a bomb load and full combat equipment, the swept-wing jet erased the previous record of 24 hrs set by another B-47 in 1952. Crew is shown turning B-47 over to Boeing's W. Speer. (l to r) Cpts K. Juhne and Wm. Hoskins, Speer, and Lt J. Wade.

Members of the 9540th Air Res Sq, New Kensington, Pa, inspect B-29 on tour as part of AF mission to acquaint public with aviation progress. Maj Charles Booth, unit cmdr, points to controls as (l to r) Maj Robert Mathieson, Lt Dan Rowe, T Sgt Robert Baker and Lt Frank Novaleskie look on. Except for Sgt Baker, AF recruiter, all are with the 9540th.



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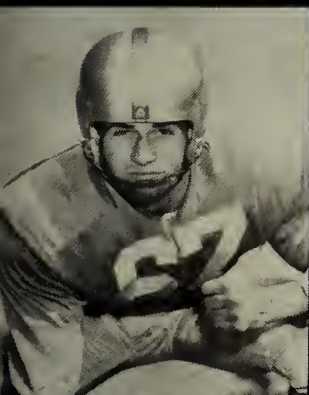
THE AIR RESERVIST

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SAM BOGHOSIAN — U.C.L.A.



ROGER WIEGMANN — IOWA



ETE SCHWERT — SYRACUSE



VIC EATON

Action Affecting Ineligible

Non-Participating Reservists page 2

**A.F. R.O.T.C.
GRID STARS**



THE AIR RESERVIST

VOL. VI

NO. 11

• AIR FORCE RESERVE • AIR NATIONAL
GUARD

• AIR FORCE ROTC • CIVIL AIR PATROL

• EXPLORERS, BSA

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

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Office Bldg, Washington 25, DC

If you know any member of the AF Reserve Not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment. Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index. Bureau of the Budget approval of this magazine given on 27 June 1952.

AF RENAMES ATTERBURY TO BAKALAR AFB

On 1 November Atterbury AFB, home of the 434th Troop Carr Wg (Res), became Bakalar AFB in honor of one of Indiana's celebrated citizens, 1st Lt John E. Bakalar. Born at Hammond, Ind, on August 29, 1920, he entered military service in Jan 1942 as an Aviation Cadet and went overseas with the 353d Ftr Sq in Mar 1944. During

Action Set for Jan. 1, 1955 on Non-participating Reservists

A little over a year ago, all Air Force Reserve officers were offered indefinite appointments in lieu of the five-year term appointments in effect before that date. This action was in consonance with the Armed Forces Reserve Act of 1952 and resulted in a greater degree of permanency in our Reserve officers corps. All officers who did not desire the new appointment were given the opportunity to decline and revert to civilian status. Presumably, therefore, those officers who accepted the indefinite appointment desired to remain Reserve officers in good standing.

Continental Air Command is now reminding Reservists that the term "indefinite appointment" is not synonymous with "inert appointment." Currency in acquired skills and in the Air Force program is as important to a Reservist as currency is to a pilot with respect to his airplane. There may be little time for refresher and restraining courses in the event of mobilization.

Reservists' Responsibility. Existing regulations provide for this currency in the media of participation in any one of various training elements of the Reserve program. Fifteen (15) points are awarded gratuitously each year to every Reservist simply for being a Reservist and having thereby accepted his individual share of responsibility for defense of his country. The Air Force has provided that each Reservist should at least match this figure by acquiring fifteen (15) earned points in a twelve-month period. For details as to computation of these points, attention is invited to the article "Point Count-A-Point" in the October, 1954, issue of The Air Reservist.

Those Reservists who had failed to meet this requirement on 1 January 1954, one year after the effective date of the Armed Forces Reserve Act, were

given a year of grace by placement in the Ineligible Reserve Section (IRS), which was expressly created for this purpose. During this year, they were to be encouraged to return to an active participating element of the training program and thereby redeem themselves. If they do not return to participating status, they must be considered for separation from the Reserve, or: for retirement, if qualified. Those who still have remaining Reserve obligation will be retained in the Ineligible Reserve Section, available for call but not permitted to participate in or to receive any benefits of the Reserve program.

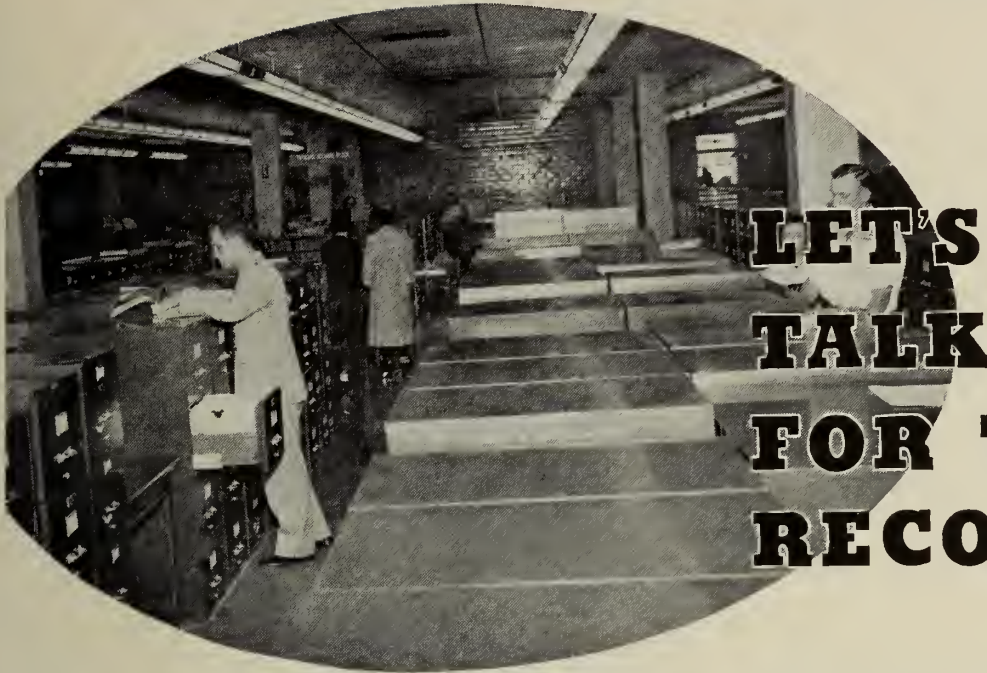
Immediate action desired. At present, Continental Air Command advises that a substantial number of officers are in this category and must take immediate action to return to a participating status, if they are to insure retention of their commissions. Accordingly, all such officers are urged to reaffiliate with a participating program element, or enroll in the Extension Course Institute (correspondence courses), by 31 December 1954. All such officers remaining in the Ineligible Reserve Section on 1 January 1955 will be subject to retirement or separation, with the exception of those with remaining Reserve obligation and certain highly critical specialists.

The recently-enacted Reserve Officer Personnel Act of 1954 heightens the advisability of an early return to a participating status for these officers. Those officers who remain in the Ineligible Reserve Section on 1 January 1955 will not be considered by the initial selection boards considering officers for promotion under the mandatory consideration features of that Act. (See October, 1954, issue of The Air Reservist—"ROPA Passes.")

Year of grace terminated. Another feature of ROPA is of special interest to those officers now in the Non-Affiliated Reserve Section (NARS) who have not earned a total of fifteen (15) points in the past year. The Act necessitates revision of the present concept of the Ineligible Reserve Section and terminates the previous "year of grace" which that element provided. Those officers now in the NARS who are not actively participating in a point-gaining activity on 1 January 1955 will likewise not benefit from the initial consideration boards

(see ACTION page 12)

Centralizing of 1/4 million reservists' records at the Air Reserve Records Center is paying off so significantly that—



2,850 file cabinets holding 242,000 records of active and former reservists and ANG transferees in the Record File Division of the ARRC, Denver.

DENVER, internationally known as the *Mile High City*, presents a challenge to the specialists of the Air Reserve Records Center in the Colorado capital. Personnel working on close to 250,000 reservists' records in ConAC's ARRC agency expect to remove so much non essential material from the Center's master personnel records that the miscellanea would stack *more* than a mile high.

When the streamlining has been effected, the records will contain only those documents essential to the reservist. All papers removed and considered of some value to the reservist will be sent to him for inclusion in the individual's own file.

The ARRC's Classification & Audit Section, in operation since August 16, already has removed a total of 185 inches of extraneous papers from 564 records. That's one-third of an inch off each record.

At this rate—when the monumental project is completed—some 7,000 feet of surplus papers will have been extracted from all the records on file in the Denver center. Laid one on top of the other, this extraneous material would reach approximately one and one-quarter miles into the sky.

Much of this material has outlived its usefulness. Many reservists have acquired new skills which were gained subsequent to the time many entries were made in their records. Reclassification and removal of old records therefore made this project vital.

One year ago, this month, ConAC established this single unit for personnel records of AF Reservists not on active duty. These thousands of records formerly were maintained at various locations within ConAC, namely the four Air Forces and four Reserve Districts. When a reservist's record goes to ARRC it does not lie dormant in a file cabinet, but is actually improved and constantly perfected by the Center's specialists.

ConAC had a three-fold purpose in organizing ARRC: (1) centralizing personnel records: (2) centralizing respon-

sibility for reserve personnel actions; (3) maintaining statistical records of air reserve personnel not on active duty.

It was obvious from the start that certain benefits would result from the centralization of records. In order to meet the increased manpower demands of a sudden expansion in the Air Force, it would be necessary to call reservists into active military service based upon the requirements made known to ARRC.

The Center would then select the individuals and issue the active duty orders. The entire operation, in short, would be handled by one organization, a simpler operation than the one formerly used by ConAC with each of its four Air Forces going through the same motions. An additional benefit from centralization enables ConAC and its numbered Air Forces to concentrate primarily on training.

Commercial vans—75 of them—loaded with the records of 232,000 AF Reservists converged on the new Center. It took 2,670 file cabinets to store the records. Since they came from eight different locations, they arrived in eight different alphabetical sequences. These had to be arranged into one alphabet.

The records began to arrive on January 8. On February 16 the alphabetizing was completed. This integration into one records system required over 13,000 man hours. The 232,000 records from reserve units were supplemented with an additional 26,000 records from USAF.

Approximately 2,500 reservists named "Smith" who lived in widely scattered places were included. Each of these had to be identified by full name, rank, AF serial number, and last address—then placed in his proper alphabetical position.

When this was accomplished, there was the important matter of bringing Smith's records up-to-date. With over 250,000 records in various stages of completion, the ARRC personnel had a tremendous task on their hands.

Another problem in establishing the Records Center was that of training personnel in a new field of work. In order

(continued next page)

(continued from preceding page)

to simplify this problem, ConAC selected a small group of military and civilian personnel who were thoroughly experienced in reserve personnel administration. These people came from widely scattered units of the reserve program and reported to Denver to establish administrative functions similar to those at their previous duty stations. An integrated employee training program proved highly successful.

Colonel James T. Quirk, Center commander, had this to say about coordinating forces, "Records maintenance specialists could not be properly developed within the air forces because of limited resources and multiple actions which took precedence over records maintenance. ARRC has and is able to develop specialists in records administration under centralization with a single operational policy and objective."

Formerly C/S, ConAC, Col Quirk is exceptionally well qualified to handle his assignment. He has been Deputy for Personnel at ConAC and on the Personnel Policy Board, Department of Defense, among other key positions. The Center commander has a keen understanding of the reserve program and the problems that must be overcome. Moreover, he is extremely enthusiastic about the Center's potential.

"Any time you can concentrate your efforts and integrate your actions into a single agency," Col Quirk stated confidently, "you have avoided duplication and achieved a worthwhile goal."

The ARRC commander stressed the importance of a classification audit of each record. "It will enable us to prepare a seniority list for ROPA, now that it is a reality," he emphasized.

Col Quirk also pointed out that perfection of the records would reduce the filing burden and enhance the present filing system, but more important, would enable ARRC to identify and obtain missing documents which must be included as part of all completed records.

"It is essential that all records for which we are responsible be perfected," the colonel said, "and the classification audit of these records be accomplished as soon as possible."

This classification and audit project, which Col Quirk and his staff believe is the solution to most of their problems, will insure complete and accurate classification data on each individual for reporting purposes.

An important result will see the preparation of accurate rosters for recruiting purposes. Every phase of the entire Center operation will be materially affected as a result of this project.

The ARRC occupies 105,550 square feet of space on one floor, exceptionally well-lighted and ventilated. The area adjoins the AF Finance Center. Modern acoustical ceilings absorb 80 percent of the sound. Asphalt tile floors are of adequate strength to withstand the full weight of fire-resistant filing cabinets and machines.

An indication of the tremendous volume of work accomplished is seen in the fact that 48 people in the mail unit handle approximately 600,000 incoming and outgoing pieces of correspondence each month.

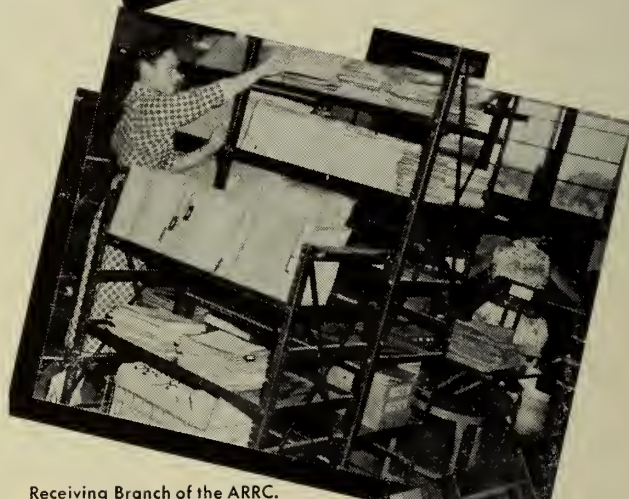
The Locator Branch maintains 14 convé file systems, each file able to hold 50,000 punch cards. Actually, there are two separate card files on reservists: one, in alphabetical file, and the other maintained by serial number. Each file is set up with an expansion factor to allow integration of additional cards should the need arise.

Twelve card-sorting machines can process 650 words per minute. These ingenious devices can sort cards alphabetically and by AFSC, and in many other ways.

The ARRC is equipped with punch card electrical account-



Locator Branch with 14 files which hold 50,000 cards each.



Receiving Branch of the ARRC.



The Production Branch where operators cut statistical cards.

**ARRC
DENVER
COLORADO**

assignment. The machines also facilitate preparation of reports, rosters and mailing lists.

The punch card file also contains the current address of each AF Reservist not on extended active duty and is used in the preparation of mailing labels for use by the Records Center for the monthly distribution of *The Air Reservist*. Addresses in the punch card file change constantly. During August, for instance, the Center processed approximately 10,000 address changes to this file. In addition, 4,000 reservists were added during this period.

Approximately 1,300 strength reports are processed on a semi-monthly basis. These reports are prepared by reserve units throughout the continental United States and by units of overseas commands having assigned reservists residing in their geographical areas. They serve as the basis for changes in the punch card strength files maintained at ARRC.

So that ROPA can be implemented, the Directorate of Reserve Personnel Statistics at the Center is responsible for publishing the required seniority lists for reservists not on extended active duty. Punch card files containing promotion criteria will be used in the publication of such lists.

All changes in qualification and availability data received in the Center by means of the annual survey are processed into the punch card files. About 50,000 such changes will be processed each year.

The ARRC maintains (1) all master personnel records of reservists not in active military service, except general officers and retired personnel; (2) all field personnel records of reservists in Nonaffiliated Reserve Section (NARS), Ineligible Reserve Section (IRS), and Inactive Status List Reserve Section (ISLRS), who are assigned to ConAC.

The consolidation of records is highly significant to the AF and the AF Reservists. The importance of maintaining a single promotion list and information on reserve enlistments, retirements, appointments and promotions at a single centralized point cannot be emphasized too strongly. This reorganization enables the Center's specialists to keep records current, as well as providing an opportunity for direct periodical contact with reservists.

The ARRC has a great responsibility. The records on file can be kept current *to a certain point*. That's the point where the reservist enters the picture. So that his status can be strengthened within the AF Reserve and his records kept as accurately as possible, Col Quirk and his staff recommend the following words of advice:

1. Advise your unit of assignment of any change of address (Reserve personnel assigned to ConAC should advise ARRC of any change of address).
2. Insert service number on all correspondence.
3. Cover one subject in one letter (much quicker action since letter covering various subjects is routed to different sections).
4. Return survey forms promptly.

The Center welcomes reservists checking their records when in Denver, but asks 24 hours notice if at all practicable.

Although this month is the ARRC's first anniversary date, it did not become fully operative until March. These few months have resulted in major activities and accomplishments. Basic aim of the Center is to lend all possible support to the reservists not on extended active duty. In turn, the Center requests the reservist's support along the lines of the four simple rules listed above.

There are close to 1,000 ARRC personnel working for the benefit of the AF Reservists. Col Quirk is fully aware of his command's responsibilities. "The two most important qualifications for personnel working in ARRC," he said, "are

open-mindedness and objectivity."

It will take time and patience to get all the records both complete and accurate, but the colonel is more than willing to proceed cautiously in order to attain this goal. One of his singular statements summed up his attitude:

"There is a premium on perfection, not production."



This is a card sorting machine which handles cards at the rate of 650 per min. 12 such machines perform alphabetizing, AFSC classifying, etc.



This? This machine prints mailing labels for the AIR RESERVIST at the rate of 3,000 an hour. It is part of the large Machine Processing Division.

Non-AD Reserve Colonels May Apply for War College

Reserve colonels, not on extended active duty, may apply for attendance at the August 1955 Class of the Air War College, Maxwell Air Force Base, it was announced by Hq ConAC.

The course lasts 10 months and has the following prerequisites: Officers must not have reached their 45th birthday and must have a Top Secret Clearance.

Interested colonels should apply through normal channels to Commander, Air Reserve Records Center, 3800 York St., Denver 5, Colo, not later than Jan 1, 1955. The eight best qualified applicants' papers will be forwarded to Hq USAF, which will make the final selection to fill the two spaces committed for Reservists not on active duty.



Long before a hot Carolina sun rose, Army and Air Force units were ready for

CENTURIES before Greek warriors engineered "invasion from within" with their legendary Trojan horse to capture the Spartan city of Troy, man understood the value of the element surprise in his struggle against soldier and beast.

Today, surprise—plus speed and fire power—still holds a foremost position in warfare. And paramount among modern combat's surprise potential are powerful and fast-moving Army Airborne Divisions and the Air Force's advanced Troop Carrier Wings. Should an aggressor force the nation to flex its military muscle, additional strength will be quickly summoned from the ranks of the Air Force Reserve's nine Troop Carrier Wings.

Maneuvers at Fort Bragg, NC, involving seasoned paratroopers of the famed 82nd Airborne Division and the Mitchel AFB, NY, 514th Troop Carrier Wing (Res), vividly portray the role citizen airmen can play in aiding airborne units in both shock and continued action.

Led by Brig Gen Clayton Stiles, a genial North Dakotan, the round-the-clock exercises carved a new chapter in the 514th's brief but colorful history. Over 800 paratroopers leaped from the wing's lumbering C-46 Commandos and floated earthward to "Dropzone Salerno" to register the first mass personnel drop from aircraft fully manned by part-time crews of the Air Force Reserve.

Long before Salerno Hill welcomed the first rays of a hot Carolina sun, Gen Stiles and his staff prepared for the "big jump". On jump day, the general seemed to be everywhere at once—from inspecting the jump site 10 miles away from his field headquarters to checking radio equipment. His staff spent countless hours studying maps and charts and keeping abreast of latest weather developments.

"Intra-service teamwork" was stressed to the limit as the combined organizations engaged in the small scale war against a make-believe enemy. Men of Gen Stiles' command learned how a crack airborne outfit, enhanced by Troop Carrier elements, has the power of a mammoth bomb—a personnel bomb with continuing force.

Dropped and supplied by aircraft, the Airborne outfit continues to attack, harass and destroy the enemy indefinitely after it hits the battlefield. The 514th second annual encamp-

By S/Sgt M. L. Prosser

DROPZONE SALERNO

Air Force and Army personnel listen intently as Capt. Robert R. Cannon, 82nd Airborne Project Officer gives a final briefing before takeoff time.



Last break before takeoff. Same chat, same relax, others wait intently. This is the first group to jump. There will be 12 planes in all in the formation.



ment, climaxed by the Fort Bragg paradrop, was primarily designed to equip Reservists with experience needed to assist such airborne operations.

A series of simulated "paradummy" drops at installations adjacent to Mitchel AFB and a demonstration by regulars of the 18th Air Force prepared the 514th for its North Carolina venture. Aircrews, directed by Col Robert C. Lewis, Group Commander, flew under imaginary battle conditions to simulate mass formation drops at points dotting Long Island.

The 18th AF demonstration, tagged "Operation Bandwagon," included the release of 21 bulky supply bundles from three C-119 Flying Boxcars and a make-believe evacuation of wounded and prisoners from front line positions to a rear echelon airhead. Four AF jumpmasters leaped into the air over Mitchel shortly before the giant bundles fell groundward.

General E. A. Walker, of the 82nd Airborne Division, and several high-ranking North Atlantic Treaty Organization (NATO) officers, also observed the jumps. Gen Walker's group arrived at Salerno Hill in four large helicopters. Other observers included the 63rd Troop Carrier Wing Commander, Brig Gen Glynne Morgan Jones.

Wing pilots and navigators inaugurated unit utilization of the newly developed Computed Air Release Point (CARP) system during the maneuvers. CARP is the most accurate of currently available methods for determination of the precise point in the air at which men and equipment must be released to hit a designated impact point.

The system, mechanical in nature, involves application of fundamental dead reckoning navigation precepts, predetermined parachute ballistics and timing. The CARP navigator, or a pilot acting in that capacity, is aided by AF jumpmasters who land hours before the "big show" to compile on-the-spot weather and allied data.

Although most of the publicized action took place high above Fort Bragg's raw Dropzone Salerno, the paradrop is but part of the story. The wing's ground units, including air base and maintenance and supply squadron set ups, simulated combat field stations. Support personnel provided maintenance of aircraft and administration of the wing. The 514th Tactical Hospital, led by Lt Col Edward L. Glynn, established a field hospital to handle emergencies.

Grim and sobering thoughts on the importance of the troop-carrying part of the mission were offered recently by Army C/S, Operations, Maj Gen James M. Gavin. Gen Gavin, known by thousands as "Mr. Airborne", believes that "the nation that has the best-trained and best-equipped airborne forces, has the best chance of survival."

"Indeed, more than this," Gen Gavin feels, "only by having such security forces—backed by strong reserves—can any nation survive. The knowledge of the existence of a well-trained airborne army, capable of staging surprise vertical invasion anywhere on the globe, is one of the best guarantees of lasting peace."

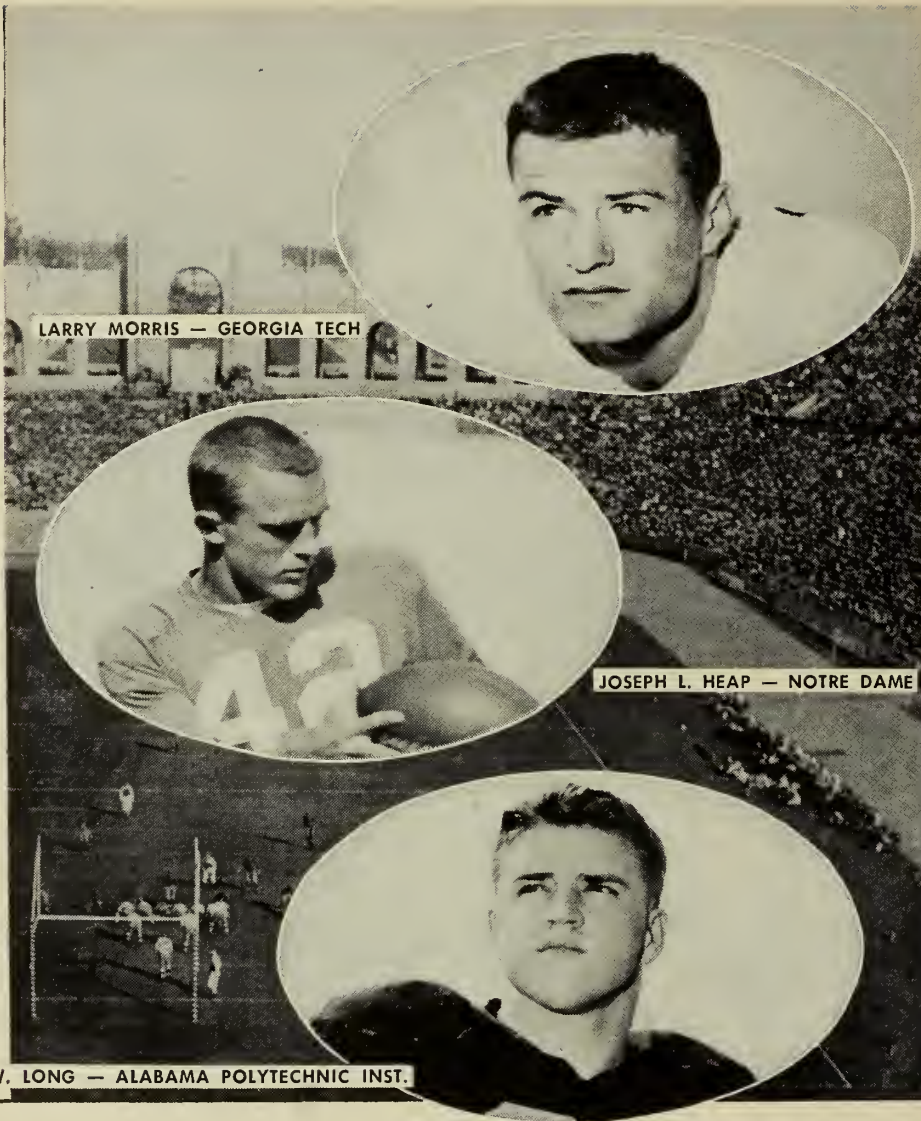
Combined air and ground activity during the exercises lend support to Gen Stiles' conviction that his unit is prepared for almost immediate call to active duty. "Operationally, the wing has attained a level of training proficiency that would make it possible to perform its combat mission effectively with a minimum of additional active duty training," the general remarked.

Over 20 commercial airline pilots were among the 600 Reservists present for the encampment. "Everyone mentions the airline boys," Gen Stiles, a senior United Airlines pilot himself, said, "but they aren't the whole show. There are bankers and bakers who are pilots and who do as much for the unit as the men in commercial aviation. Our commercial pilots give us the benefit of their day-by-day experience. Both flying and ground crews equally serve our organization."

Traditionally a non-military nation, America looks to citizen guardians like the 514th Troop Carrier Wing for moral support during uncertain peace. Reservists face a more challenging role in the event of war. Rigid training, similar to the Fort Bragg exercises, will help provide the margin to meet and defeat any aggressor.

irbanel (Below) Waiting, riding high in lumbering C-46 Commandas, piloted by members of the Air Force Reserve 514th Troop Carrier Wing. Alert and ready at the door 1st Lt Albert E. Kessell, CARP (Computed Air Release Point) Navigator. His earphones are tuned to a "pathfinder" (below right) who relays wind, weather and similar conditions from the jump site. A/1c Jahn Jahnsan and S/Sgt Chas Crafutt are at the transmitter. The end result? A perfectly timed and coordinated paradrop filling the sky (right).





LARRY MORRIS — GEORGIA TECH

JOSEPH L. HEAP — NOTRE DAME

AMES W. LONG — ALABAMA POLYTECHNIC INST.

A.F. R.O.T.C.



LOU BALDACCI — MICHIGAN

THE rising roar of football fans is being heard in college stadiums across the country as stellar backs and linemen go all out for their share of grid glory.

Hundreds of the stand-out stars are Air Force ROTC cadets who will trade their athletic uniforms for the Air Force blue upon graduation and commissioning in the AF Reserve. Many will take flight training.

Such stalwarts as Jim Sears, So California; Don Dohoney, Mich St; Charles Doud, UCLA; Zeke Bratkowski, Georgia; Bernie Faloney, Maryland; and Glenn Turner, Georgia Tech, were AF ROTC cadets who earned 1953 All-America nominations.

They've played their final college games, but there are a flock of other cadets striving mightily for the mythical team in their last season of play. There are even more sophomore and junior AF ROTC men slated for stardom.

Already hailed on every expert's pre-season All-America is senior Larry Morris, Georgia Tech center, an AF ROTC student known as the Brahma Bull. Morris made each 1953 All-America team worthy of mention.

Another senior due for top honors is veteran halfback Joe Heap, Notre Dame. A track star, he is blazing fast on the gridiron. Cadet Heap has expressed his desire for flight training. He will be commissioned upon completion of 1955 summer camp.

Notre Dame senior and cadet major is John Lee, guard. While at summer camp last year Cadet Lee was rated out-

standing for his performance of duty as squadron executive officer and OIC of the camp athletic program. He will join teammate Heap for flight training.

Sam Boghosian, UCLA guard in his last season, played in the Rose Bowl in January. A fine defensive lineman, he has a "B" average in his Air Science courses. Boghosian will enter observer training after receiving his reserve commission.

Mich State's right tackle is senior Roland Dotsch. The cadet is a four-letter man, also starring in basketball, baseball and track. He is scheduled for observer training.

James Long, senior captain of the Auburn football team was voted best de-

fensive end in the Southeastern Conference last year. Cadet Long, hailed as the finest blocking end ever seen at Auburn, will be going for his fourth varsity letter.

Paul Kernaklian, Syracuse tackle, who is winding up his college play, participated in the Orange Bowl against Alabama, January 1953. The AF ROTC cadet was on the Dean's List, scholastically, while also averaging a "B" in Air Science. Kernaklian is very interested in pilot training.

Senior tackle John Hall, Iowa, is a bruising lineman. In 1951, he received the Chicago Tribune Award as the best drilled ROTC freshman, attaining the award again in 1952 as the best drilled sophomore. Cadet Hall, an Air Science student, will take navigator training.

Ohio State is counting on two seniors, Jim Reichenbach, guard, and Dick Brubaker, end, for a banner season. Reichenbach, who has earned three varsity awards as regular guard, is a cadet captain and flight leader. Brubaker, co-captain of the 1954 team, was rated an outstanding cadet at summer camp last year. He carries the cadet rank of first lieutenant.

Vic Eaton and Tony Scardino of Missouri are both senior AF ROTC cadets. Oddly enough, the duo share the Tigers' quarterbacking. Eaton is co-captain and a cadet lieutenant colonel. Scardino, a cadet major, set a new university record last year for the most completed passes in one game: 23 for 42, and the most total yards gained by rushing and passing for one season: 359 yards in 51 plays.

get his Air Force wings.

Slated to be one of the Big Ten Conference's top backs is Ohio State junior Howard "Hopalong" Cassady. He played 53 or more minutes in six of the Buckeyes' last seven 1953 games. An Air Science student, he is also shortstop on the varsity nine.

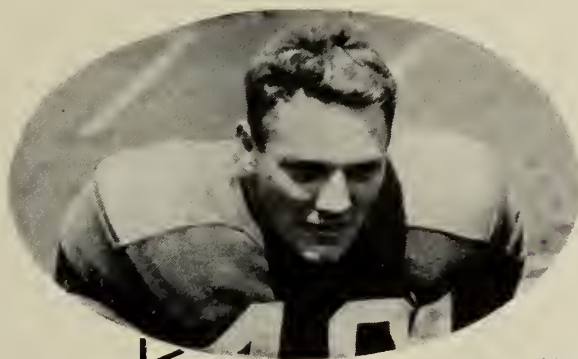
Among the 19 cadet gridders at Michigan are backs Tony Branoff and Lou Baldacci, two juniors upon whom coach Bennie Oosterbaan is banking heavily. One of the finest all around halfbacks last season, Branoff is a mainstay in the Wolverine backfield. First string quarterback in 1953, Baldacci has been shifted to fullback.

Herman Hickman, writing in *Sports Illustrated*, nominated four Georgia Tech sophomores as potential stars. Three of them happen to be former high

school All-Americans and AF ROTC cadets: Dick Mattison, fullback; Paul Rotenberry, halfback; and Carl Vereen, tackle. Mattison earned a high point 3.3 overall for his freshman year while making all "A's" in AF ROTC subjects. The cadet is rated one of the most promising fullback prospects ever to enroll at Tech.

Rotenberry was the star of Tech's undefeated frosh. He is a starter in one of the two unit backfields. Vereen, 6'6", 231 pounds, is the largest man on the squad and one of the fastest. Rotenberry and Vereen are taking basic AF ROTC.

There are other cadet gridders too numerous to list. But they all have one thing in common. They are getting the teamwork and competition today which will pay off dividends for them when they join the Air Force team tomorrow.



HOWARD A. CASSADY — OHIO STATE

GRID STARS

Cadet Roger Wiegmann, when a sophomore at Iowa, took over the starting assignment as fullback after the Hawkeyes' opener against Mich State. Now a junior, Wiegmann is a powerful plunging back. He is slated for flight training.

Mich State's regular quarterback, junior Earl Morall, is also a star with the Spartan baseball nine. An engineering student with close to an "A" average, the cadet is scheduled for pilot training.

Another junior, Pete Schwert of Syracuse is a rugged 6'4" tackle who played a tremendous 52 minutes against Illinois last season. He made the University Dean's List in 1953. Schwert hopes to



ROLAND DOTSCH — MICHIGAN STATE

Reserve and Guard Airmen Can Ask Recall in Skills

Voluntary recall of prior service AF Reserve and ANG airmen is now authorized for four year active duty tours in their former grades. Such airmen must be fully qualified under provisions of AFR 39-48 and possess one of the primary AFSCs listed at the end of the story.

The policy stated in the cited regulation is that only those airmen whose skills meet an AF requirement and whose services may be effectively used will be ordered to active military service.

The voluntary recall offers in-grade active duty opportunities to many who would ordinarily lose a grade after a 90-day break in service.

It is emphasized that there will be no skill level substitutions. For example three level airmen will not be substituted for a five level, or a seven level skill substituted for a five level skill. In addition no master sergeants may be recalled in AFSCs marked (*), no tech sergeants or above may be recalled in AFSCs marked (**) and no staff sergeants or above may be recalled in AFSCs marked (***). This is to prevent overcrowding in top grades in such skills.

In order to qualify, Reserve and ANG airmen must have had prior service in one of two categories:

1. At least 90 days active duty (including short, special and school training tours).
2. At least 18 months continuous satisfactory Reserve or Guard participation in training category "A" or ANGUS units with at least 30 days active duty (including short, special and school training tours).

Airmen must volunteer for a four-year tour of extended active duty and must have at least four years remaining in current enlistment prior to recall.

Applications for recall by eligible airmen must be submitted through proper channels to the Air Reserve Records Center, 3800 York St, Denver 5, Colo.

Guard airmen must request conditional release from ANG status and request enlistment in the AF Reserve for five years. Approved enlistment orders will be forwarded to the appropriate state adjutant general who will effect the applicant's discharge from Air Guard status.

Retired airmen may make application under provisions of AFR 39-20 to Director of Military Personnel, Attn: Re-

serve Activities Group, Hq USAF, Washington 25, D. C. They must volunteer for an indefinite period.

Extended active duty orders will be published by the Air Reserve Records Center.

AFSCs listed for recall:

20250/70 (Radio Traffic Analysis Aide, Tech.), 20450/70 (Intelligence Operations Spec, Tech.), 20451/71 (Photo Interpretation Spec, Tech.), 22150/70 (Cartographic Spec, Tech.), 22151 (Photogrammetrist), 22250/70 (Surveyor, Computer Tech.), 22350 (Draftsman), 23250(**) (Photographer), 25150/70/71 (Ground Weather Equip Operator, Supt. Tech.), 25152/72 (Airborne Weather Equip Operator, Tech.), 25250/70 (Weather Observer, Tech.), 27250/70 (Air Traffic Control Operator, Tech.), 27350 (*) (Aircraft Control and Warning Operator), 27370 (*) (Aircraft Control and Warning Supv.), 29150 (Communications Center Spec.), 29250 (Cryptographic Operator), 29352 (Radio Intercept Operator), 29353 (Airborne Radio Operator), 29373 (Airborne Radio and Elec Counter/Meas Operator, Tech.), 30150 (Aircraft Radio Repmn), 30151/71 (Aircraft Elec Nav Equip Repmn, Maint Tech.), 30250/70 (Elec Counter/Meas Repmn, Maint Tech.), 30352/72 (Aircraft Control & Warning Radar Repmn, Maint Tech.), 30353/73 (Automatic Tracking Radar Repmn, Maint Tech.), 30450 (**) (Ground Radio Repmn), 31350/70/71 (Instrumentation Mech, Supv. Tech.), 32150B/C/D/E (Bomb-Nav Systems Mech.), 32171E ("K" Series Systems Tech.), also 32150F/71F ("Q-24" Systems Mech, Tech.), 32170 (Bomb-Navigation Systems Supv.), 32270 (Fire Control System Supv.), 32370 (Turret Systems Supv.), 32371A (Turret System Tech, B-36), 32371C (Turret System Tech, B-45, B-47), 32351A-72A (Turret System Mech Gunner, Tech-Gunner, B-36), 32351B/72B (Gunlaying System Mech-Gunner, Tech-Gunner, B-36, B-50), 33150/70 (Weapons Fusing Systems Spec, Tech.), 34150 (Mech Instrument Trainer Spec.), 34370 (Navigation and Bombing Trainer Tech.), 34350A/B/C (Navigation and Bombing Trainer Spec.), 34450A/B/C/70 (Gunnery Trainer Spec, Tech.), 36150 (**) (Installer Cableman), 36250 (**) (Central Office Equip Mech.), 36251 (**) (Carrier Repeater Mech), 36270/71 (*) (Wire Maintenance Supv. Tech.) (Inside Plant), 36351/71 (Cryptographic Machine Repmn, Maint Tech.), 40350/70 (Camera Repmn, Tech.), 40453 (**) (Electrical Instrument Repmn), 40470/71 (*) (Instrument Overhaul Supv, Tech.).

Also 40550/70 (Medical Equip Repmn, Tech.), 42250 (**) (Aircraft Fuel Metering Component Repmn), 42350 (**) (Aircraft Propeller Mech.), 42550/70/71 (Aircraft Hydraulic Mech, Supv, Tech.), 42650 (**) (Aircraft Electrical Access Repmn.), 43156 (Aircraft Instrument Mech.), 43159/79 (Inflight Refueling Spec, Tech.), 43151D (Aircraft Mech, (Med Trans-TP Carrier), 43151E (Aircraft Mech, (Admin-Trainer-Liaison), 43151G-71G (Aircraft Mech, Tech (Light Bomber), 43151L-71L (Aircraft Mech, Tech (Amphibian), 43151/71H (Aircraft Mech, Tech (Jet Fighter), 43150 (Senior Rotary Wing Mech.), 43171M (Helicopter Technician), 43152A (Acft Reciprocating Eng Mech. (ARCL-4-4360), 43153 (Senior Aircraft Jet Engine Mech.), 43352/72/53/73 (Acft Jet Eng Repmn, Block Test Mech Overhaul Supv, Tech.), 46250 (**) (Weapons Mech.), 47150 (**) (Construction Equip Mech), 47154 (**) (Vehicle and Motorized Equip Eng Mech), 53450 (**) (Airframe Repmn), 56650-70 (*) (Refrigeration Spec, Supv), 58150 (**) (Parachute Rigger), 60150 (**) (Air Passenger and Operations Spec, 60151 (**) (Flight Traffic Spec), 64150 (**) (Warehousing Spec), 64151 (**) (Organizational Supply Spec), 64152 (**) (Supply Records Spec), 64350 (**) (Petroleum Supply Spec), 70250 (**) (Clerk), 70252/72 (Stenographic Spec, Tech.), 72150 (**) (Information Spec.), 72171 (Historical Tech.).

Also 73251 (**) (Personal Specialist), 76-5 (five level in any ladder) (Band Career Field), 81250/70 (Accounting Clerk, Tech.), 81370 (Auditing Technician), 83150 (**) (Statistical Spec), 83250 (Machine Accountant), 83251 (Key Punch Operator), 83270 (Machine Accounting Supv), 90150 (**) (Aero-Medical Spec), 90250 (Medical Service Spec), 90251 (Neuropsychiatric Spec), 90450 (**) (Medical Laboratory Spec), 90550 (**) (Pharmacy Spec), 90650 (Medical Material Spec), 90651 (Medical Administrative Spec), 90950 (**) (Dental Spec), 90951 (**) (Dental Laboratory Spec) and 96150 (**) (Air Policeman).

COMMISSIONS OFFERED AIRMEN RESERVISTS

After a lapse of more than a year and a half, Reserve airmen, not now on active duty, have an opportunity to receive a direct commission in the Air Force Reserves up to the grade of captain. Appointment will be made prior to June 30, 1955.

Quotas allotted to the four numbered Air Forces which have jurisdiction over the Reserve program under ConAC are: First Air Force, 23; Fourth Air Force, 8; Tenth Air Force, 17; and Fourteenth Air Force, 17. Ten additional appointments will be made directly by the Commander, Air Reserve Records Center, Denver, from applications forwarded from major air commands other than ConAC.

Reserve airmen in Category A, B, C or D type units may submit applications for appointment in commissioned officer status to units of that type. No appointments will be made in grades above captain and the age and grade criteria as established in AFM 36-5 will apply.

Applicants must meet the following requirements: age, moral and medical qualifications established in AFM 36-5, as amended; do not have an active duty obligation as defined in the University Military Training and Service Act; must have completed at least 12 months in a training program element within either training Categories A, B, C or D at the time of application; agree in writing to accept an AA availability code for recall; and state in writing his intention to voluntarily continue to participate in a training program element within training Categories A, B, C or D.

Administrative processing will be as presently established in AFM 36-5, "Appointment of Officers in the Air Force Reserve or the Air Force of the United States", except applicants will not be required to apply for immediate active duty.

The four numbered Air Force headquarters will make the final determination of the applicants' qualifications and suitability for appointments within the quotas allocated to them. Approved applications will be forwarded to the Air Reserve Records Center for final screening of records and appointment action. Determination of the 10 best qualified Reserve airmen assigned within the other major air commands will be made by the ARRC on a world-wide basis.

Authority for these appointments is contained in a letter from Headquarters, USAF, subject: "Commissioning of Reserve Airmen", dated August 20, 1954.

512TH USAF RESERVE TACTICAL HOSPITAL

1st Aero Medical Group watch transfer of "patients" from line to helicopter



"RESERVE MEDICS"

Born in World War I as the Army Aviation Corps the United States Air Force today is borne by its medics. While the Air Force is ever flying farther and faster, higher and longer in pursuit of the future, the medic strives to make the human apparatus conform to the advancement. In this advancement of the air age, machines can be made to meet almost any requirement but can the human body? The medics, challenged by the effects of heat and cold, pressure and altitude, fatigue and fear—and routine physicals on their clients, meet them in much the same way as scientists challenge the mesas of infinity. In peace or war the Air Force depends on its medics.

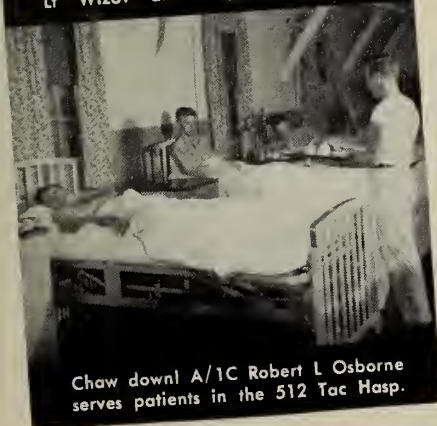
To this cause the 512th USAF Reserve Tactical Hospital Group is dedicated. Members of this group, to be "field-ready", both operationally and in the latest medical techniques, participate in a summer encampment at the New Castle County Airport, Delaware. In addition to witnessing demonstrations on the latest methods of medical diagnostics, treatment, air evacuation, hospital care and technician training, the 512th takes over the operation of a base dispensary. In brief, it practices in the summer what it preaches in the winter.



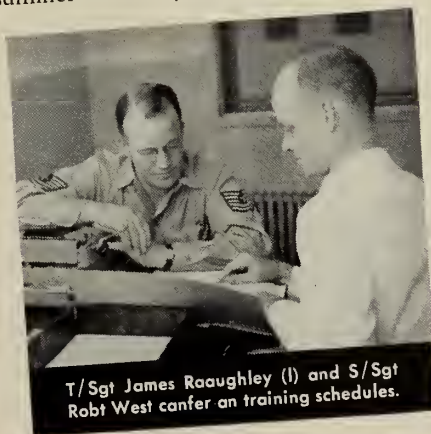
Maj Gen Roger Brown, Cmdg Gen, 1st AF, inspects the 512th's dental facilities.



Standbys at paradrop: Capt Brown, Lt Wizov and Capt Barneycastle.



Chaw down! A/IC Robert L Osborne serves patients in the 512 Tac Hsp.



T/Sgt James Raoughley (l) and S/Sgt Robt West confer on training schedules.



S/Sgt West shows A/B Barbara Mott how to use a pipette in Clinical Lab.



"Hmm." Col R. R. Carbanetta and Flt Nurse Lt Anita Wizav inspect ear.



Reserve medical technicians, reporting for their two weeks' active duty training, are given the usual shots.

MAIL BAG

Reservists with questions should address their queries to the Air Reserve Records Center, Denver, Colorado.

Dear Editor:

As an AFRes Major I requested a Certificate of Commission for my permanent Reserve commission on the form printed in the July AIR RESERVIST. My certificate was issued in the grade of captain. Why?

EJT
Tyrone, Pa.

Your Certificate of Commission reflects the grade you held at the time of your acceptance of the indefinite appointment and the date you accepted. At the present time it is not feasible to issue another certificate for your majority.

Dear Editor:

What is the deadline for an AFRes Off to accept an indefinite term appointment?

RTM
Crestview, Fla.

ACTION from page 2

of ROPA. Also, they will be subjected to screening for retirement or separation in the same manner as those officers presently in the Ineligible Reserve Section.

The Air Reservist in its June, 1954 issue included an article "Reserve Panorama," which summarized the training opportunities available to Reservists. (It pays to read the Reservist!) A chart of training categories, included in that issue, is reproduced on this page. Information on these elements may be obtained from any Reserve unit or at the nearest Air Reserve Center or Numbered ConAC Air Force. Application for assignment may be made directly to the unit with which assignment is desired. Subsequent processing will be accomplished by that unit, provided the Reservist is qualified for assignment and a vacancy exists. Application for enrollment in the Extension Course Institute of the Air University may be made to the unit maintaining the field file of the Reservist concerned. For members of the IRS and NARS, this unit is the Air Reserve Records Center, 3800 York

Street, Denver 5, Colorado. Application forms may be obtained at Air Reserve Center, ConAC Air Forces, Reserve units and the Air Reserve Records Center.

Age-in-grade restrictions. Qualification requirements should be noted for assignment to "A", "B", "C" and "D" units. Age-in-grade restrictions also apply to assignment to these categories. A Reserve officer's age cannot exceed the following: Colonel-57; Lieutenant Colonel-52; Major-47; Captain-41; and Lieutenants-35. There is no maximum age-in-grade for enrollment in the Extension Course Institute except attainment of age 60. Vacancies must exist in the above-mentioned units for assignment, and in some cases certain skill specialties are required.

Information on retirement eligibility, resignation and separation procedures will be contained in future issues of the Air Reservist. It is suggested that each Reservist take stock of his individual status and return to a participating element immediately in order to insure retention of his commission and to retain currency so that he is truly a "Reserve Officer of the United States Air Force."

Training Categories of the Air Force Reserve

Training Category	Program Element and Type of Training	Status	*Availability Classification Code Required	Annual Paid Drills	Participation Requirements
A	Combat Wings and Units Combat Support Wings and Units Flying Training Wings or Units (Unit)	6 Wings Ready Remainder Ready or Standby	AA or I	48 Drills with pay	8 Drills per quarter and 15 days AD per year
B-1	Air Reserve Unit (Individual Specialized Training in Units)	Ready or Standby	AA or I	24 Drills with pay	5 Drills per quarter; 15 days AD/year
B-2	Air Reserve Unit (Individual Specialized Training in Units)	Ready or Standby	I, II or III	None	5 Drills per quarter **
C	Mobilization Assignees (MOARS) (Individual Training)	Ready or Standby	AA or I	12 Drills with pay	5 Drills/quarter; 15 days AD/yr
D	Air Reserve Units (Individual General Training in Units) Mobilization Designees (Individual Training)	Ready or Standby	AA, I, II or III	None	15 Drills per year **
E	This Training Category Not Used				
F	Non-Affiliated Reserve Section (NARS) (Individual Training)	Ready or Standby	AA, I, II III or IV	None	Accrue 30 points per year
G	Ineligible Reserve Section (IRS) (No Training)	Ready or Standby	Any Code	None	None

* Period of delay individual requires from the time he is called to active duty and his date of reporting. Delay may range from not more than 30 days for Code AA to a maximum of 365 days for Codes III

and IV.

** 15 days AD annually not required but is authorized subject to availability of funds.

AFR 36-83, Par 7b, states that acceptance by an AFRes Off of an indefinite term appointment must be received in the ARRC 60 days prior to his commission expiration date. Failure to do this will be considered as declining reappointment in the AFRes.

Dear Editor:

How many points must an AFRes Off earn for promotion purposes?

CK
Sheridan, Wyo.

None. However, one of the requirements for promotion eligibility under AFR 36-68 demands that points must be accrued each year sufficient for retainment in an active Reserve unit assignment. Also AFRes Selection Boards consider an individual's participation in the program when making a selection for promotion.

Bibliographic Materials Available to Reservists

For the skeptic who thinks that no reader bothers to pore through the fine print of a bibliography, here's overwhelming evidence that readers do—at least ECI students do! During the past year 563 students enrolled in USAF Extension Course Institute's correspondence courses made extensive use of the Air University Library's service for ECI students.

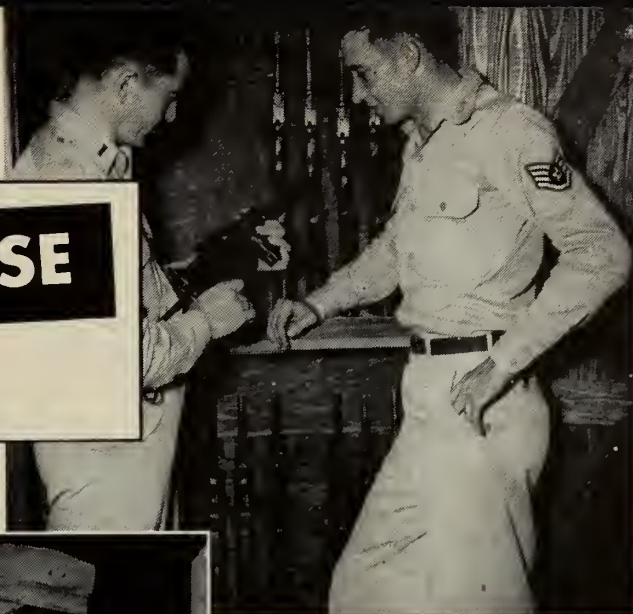
Close to 160 officers and 375 airmen wrote to the AUL requesting items listed in ECI course volume bibliographies. Over 800 items were mailed out on a two weeks' loan to interested students. Requests came from 45 states in the ZI and from 27 different overseas areas, from Alaska and Puerto Rico to Viet Nam and Iwo Jima.

Obviously, ECI students are not only broadening their job knowledge and making career progress through ECI courses, but they are also extending their knowledge in other technical and academic areas.

Students who are enrolled in an ECI correspondence course may be unable to find bibliographic items in local library sources. If so, they may take advantage of the Air University Library and its wide range of bibliographic materials by making their requests to the Director, AUL, ATTN: Bibliographic Assistant for ECI, Maxwell AFB, Ala.

Incidentally, AF Reservists are reminded further that one point can be earned for each three hours of an ECI course satisfactorily completed.

Training in **REVERSE** at Texas Alamo Wing



Above: Lt David Keene, San Antonio city detective, shows S Sgt O. T. Spigner use of sub-machine gun. Left: T Sgt Elroy Duesterheft (L), Buick repairman, gives tips on fender work to T Sgt R. Hudson

On-the-job training "in reverse" has been provided by the 8707th "Alamo" Pilot Training Wing during its 15-day intensive duty training period at Brooks AFB, Texas.

Reservists from San Antonio and South Texas entered the encampment to upgrade their military skills in preparation for future national emergencies. The unit accomplished one of the outstanding records of training reported from the reserve program this summer—Col David L. "Tex" Hill's pilot training group logging approximately 3,000 pilot hours.

However, the highly-trained civilian specialists of the Alamo Wing were able to contribute considerable assistance to the regular unit. These experts are top-notch supply technicians from giant Kelly AFB, basic training technicians from Lackland AFB, and civilian specialists in several career fields.

Fourteenth AF cmdr Maj Gen Charles Thomas, Jr., and members of his staff who inspected the encampment noted that the Alamo Wing personnel were providing "OJT in reverse" for regular base personnel.

An overhaul and modernization of supply records, institution of "country

store" supply procedure, improvement of aircraft refueling systems, and doubling of output in automotive maintenance shops were just a few of the accomplishments of reservists during the active duty training period.

Col Kennedy Dodd, cmdr of the Alamo Wing's Maintenance and Supply Group, reported that on the first day of training there were 11 automobile repair jobs turned out of vehicle maintenance where five was the normal workload. In the paint and body shop, T Sgt Elroy Duesterheft of the San Antonio Buick Co., was able to sharpen the skills of regular section personnel. A 94.3 percent "in commission" rate was attained by the vehicle repair shops.

M Sgt Will O. Good and T Sgt Gerald Uretsky of the reserve unit's supply squadron instructed classes of regular personnel concerning renovated supply records systems.

The same expert aid was provided officers and airmen in Lt Col Bruce Canright's air base group. For example, 1st Lt David N. Keene, a San Antonio city detective, was able to assist base air police in their training.

Capt William G. Noble, a civilian newsman, served as special counselor for

the publication of the base newspaper, the "Brooks Banner," and was able to suggest improvements in the periodical's layout and publication methods.

The Alamo Wing's pilot training group is commanded by veteran airman Col David Hill, one of the original "Flying Tigers" of World War II fame and

RESERVISTS HAIL NEW BAY AREA AIRPORT

The new San Francisco International Airport is now open. To the 588,000 people who thronged the three-day opening ceremonies, the Air Force portion of the "Flight Festival" shared equally with the "West's newest, most beautiful air terminal." CONAC's Fourth AF directed the SAC, ADC, ATRC, AMC and MATS participation in the Festival. It included displaying modern bombers, transports and fighter planes on the airport apron, flyovers, band concerts, displays depicting the mission and function of an Air Rescue squadron, AACS squadron, CAP and GOC.

Air Reserve Centers receive field libraries

A Reserve Reference library consisting of many hundreds of books of interest to Air Reservists has been established at each of the numbered Air Force headquarters under ConAC. Individual Reservists may borrow books for a six-week loan period, either in person or through "mail-order."

Covering countless technical subjects, the area libraries provide an integrated service to meet both the qualitative and quantitative requirements of all Air Force Reserve training activities. The service includes the supply of complete field libraries of commercial, technical books and periodical publications to numbered Air Reserve Centers and other Reserve training units having a requirement for such collateral materials. Individual Reservists may select and borrow books which they find in field libraries located in the numbered Air Reserve Centers, or they may borrow by "mail order" directly from the appropriate headquarters Reference Library.

In Catalog Form

A complete listing of books available through each of the four Reference Libraries is prepared in catalog form. Supplements to the basic listings are also circularized periodically to keep the information relative to library holdings up to date. Librarians provide an additional service in answering individual questions or preparing bibliographies covering specific subject fields.

The Reserve Reference Library program was launched ConAC-wide with the publication of ConACR 212-3 on 6 November 1952. The regulation is

presently being revised to accommodate changes and program growth. This extension type library plan, which is unique within ConAC, had not been tried previously by the Air Force. A successful experimental period was conducted by Headquarters Tenth Air Force before the plan was adopted by other ConAC numbered Air Forces.

Field libraries have already been established at all numbered Air Reserve Centers where physical facilities required to house the book collection have been made available. The Staff Librarians are presently procuring basic materials for the establishment of similar field libraries at the 35 numbered Air Reserve Centers scheduled for organization during the second, third, and fourth quarters of Fiscal Year 1955.

All requests and inquiries concerning the Reserve Reference Library should be forwarded to the Staff Librarian at the numbered Air Force headquarters having jurisdiction over Reserve training activities in the states listed:

Headquarters First Air Force, Mitchel Air Force Base, New York. Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, District of Columbia, Delaware, Kentucky, Maryland, Ohio, Pennsylvania, Virginia and West Virginia.

Headquarters Fourth Air Force, Hamilton Air Force Base, California. Arizona, California, Idaho, Montana, Nevada, Oregon, Utah, and Washington.

Headquarters Tenth Air Force, Selfridge Air Force Base, Michigan. Colorado, Illinois, Indiana, Iowa, Kansas,



Miss Alice Hayes, Staff Librarian of the 1st AF, fills a request for a reservist in Syracuse, NY, at 1st AF Library, Mitchel AFB, Hempstead, NY.

Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming.

Headquarters Fourteenth Air Force, Robins Air Force Base, Georgia. Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

Scheduled Air Reserve Center Libraries

First Air Force

Trenton, N. J. Mitchel AFB, N. Y. Charleston, W. Va. Dorchester, Mass. Toledo, Ohio. Akron-Canton, Ohio. Cincinnati, Ohio. Elmira, N. Y. Norfolk, Va. Wheeling, W. Va. Utica-Rome, N. Y. Reading, Pa. Scranton, Pa.

Fourth Air Force

San Jose, Calif. Fresno, Calif. Spokane, Wash. Tacoma, Wash. Phoenix, Ariz. San Diego, Calif.

Tenth Air Force

Wichita, Kan. Grand Rapids, Mich. South Bend, Ind. Des Moines, Iowa. Peoria, Ill. Madison, Wisc. Davenport, Rock Island, Moline, Ill.

Fourteenth Air Force

Albuquerque, N. Mex. Columbia, S. C. Jackson, Miss. Raleigh, N. C. Dallas, Texas. San Antonio, Texas. Knoxville, Tenn. Jacksonville, Fla. Little Rock, Ark.



Noted Cartoonist Mosley Draws 'Smilin' Jack' CAP Strip for AIR RESERVIST

Zack Mosley, who contributed the exclusive 'Smilin' Jack' Civil Air Patrol cartoon on the opposite page, has one thing in common with his cartoon character: each has been a pilot for 21 years.

An Oklahoman, Mosley took flying lessons while an assistant to another artist. It wasn't long after that his idea for an adventure strip with an aviation background was accepted and appeared with the *Chicago Tribune-New York News Syndicate*.

During the war he flew with the CAP as a submarine spotter off the Florida coast. Mosley is now a colonel on the national advisory staff of the CAP.

CIVIL AIR PATROL
PROVED DURING
WORLD WAR II HOW
CIVILIAN AVIATION
CAN ASSIST IN
EMERGENCIES...

C.A.P.
FLEW OVER
24,000,000
MILES ANTI-
SUBMARINE
PATROL AND
SPOTTED
* 173 SUBS!
*(OFFICIAL)

THESE
PRIVATE
PLANES WERE
ARMED WITH
BOMBS AND
DEPTH
CHARGES!

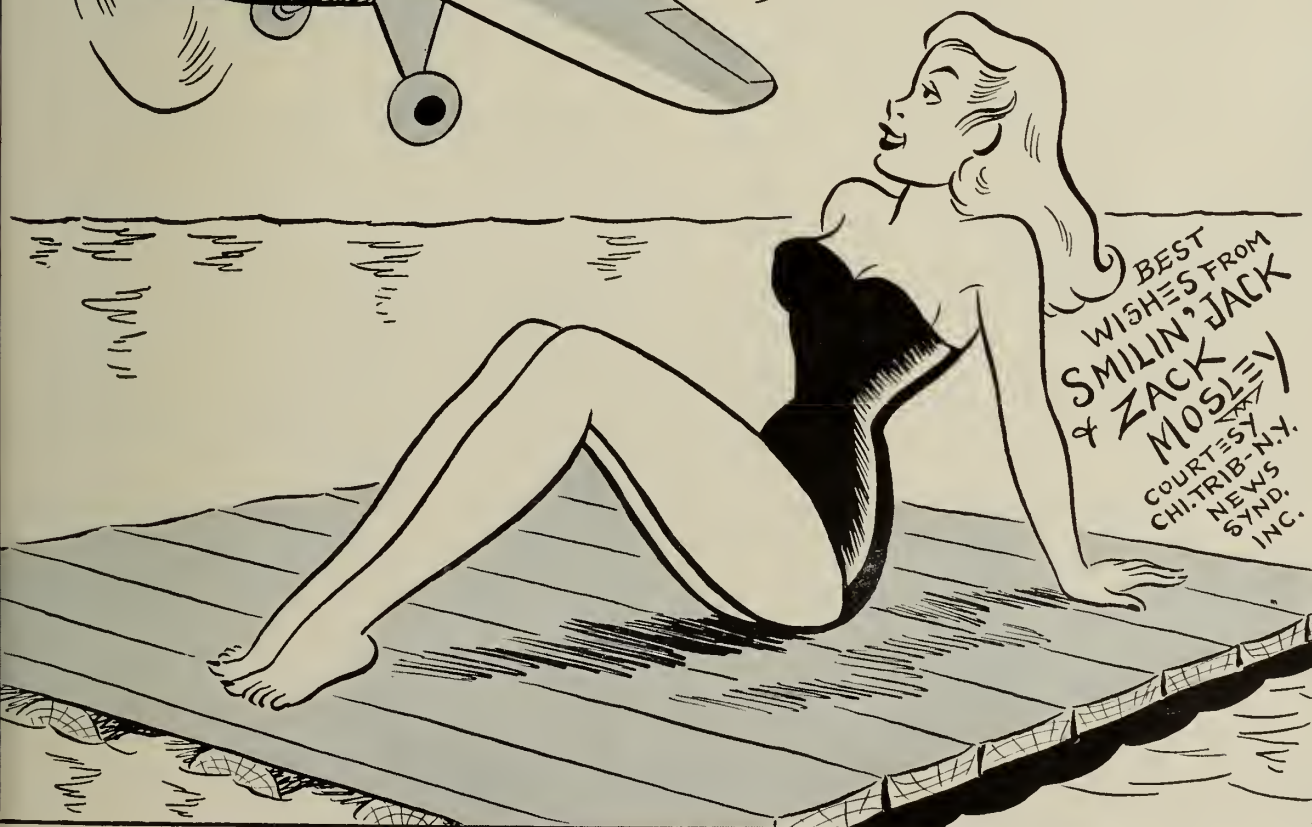
C.A.P. ALSO
FLEW FOREST
AND BORDER
PATROL, TARGET
TOWING, ETC.

C.A.P., AN
AUXILIARY OF
TH' U.S. AIR FORCE,
ASSISTS WITH
AIR SEARCH
AND RESCUE!

C.A.P. ALSO
INSTRUCTS C.A.P.
CADETS WHICH
GIVES AMERICA
A RESERVOIR
OF STRENGTH
FOR TOMORROW'S
AIR FORCE!



A C.A.P. PILOT'S
DREAM
OF THE
PERFECT
SEARCH
AND RESCUE
MISSION!



BEST
WISHES FROM
SMILIN' JACK
& ZACK
MOSLEY
COURTESY
CHI. TRIB.-N.Y.
NEWS
SYND.
INC.

pictures of the month



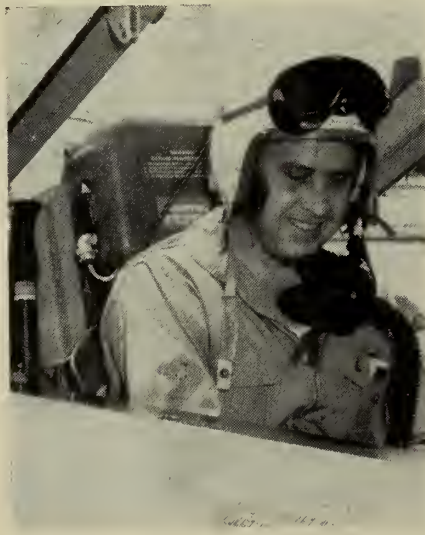
Award for best safety record among Reserve pilots in Continental Air Cmd was won by Brig Gen Felix Vidol, (r), Comdr, 439th Fighter-Bomber Wg, Selfridge AFB, Mich. Presentation was at half time of Lions-Redskins charity game in Detroit. Lt Gen Leon W. Johnson, ConAC Comdr, presents the award while 10th AF Comdr, Maj Gen Richard A. Grussendorf, watches.



Ten-SHUNI Inspections are routine. But you can't blame these CAP codets if their stomachs flipped. President Eisenhower reviewed them at their Summer Encomptment at Lowry AFB, Denver, Colorado on August 27. Of course, shoring the hospitality of Lowry was the President himself, who has given the Colo. air base added fame as the "Summer White House."



The famous Rheingold Girls with S/Sgt Ernest Cohen of the 512th Troop Carrier Wing of Wilmington, Delaware. Cohen is originator of an unusual display at the Cumberland Co. Fair to recruit reservists with the aid of the beauties.



In order to meet flying proficiency with the 94th Toc Rec Wg, Dobbins AFB, Ga, Reservist Lt Samuel Boggs, Peoria, Ill, travels 1500 miles monthly to remain with his old outfit. He is recruiting other pilots to join him on his trek.



Korean combat pilot Lt Richard W. Leebrick (452nd Bomb Wg) of Long Beach, Calif, and A/B Donald A. Lester of Norfolk listen to A/B Joe M. Incardone discuss the B-26 at Long Beach AFB. The Airmen are with the 452nd Toc Rec Wg.

23.7405

I

THE AIR RESERVIST

FOR THE MONTH OF DECEMBER

DEC 13 1954

BY THE AIR RESERVIST



Season's Greetings

December 1954

Greetings

At Christmas time, more than any other, the true values of life are brought home—those of peace on earth, goodwill toward men. You of the Air Force Reserve, Air National Guard, Air Force ROTC, Civil Air Patrol and the Air Explorers are making a very real contribution toward peace in the world as a part of the United States Air Force. As members of our great team, I want to wish you and yours a Merry Christmas and a peaceful, prosperous New Year.

HAROLD E. TALBOTT
Secretary of the Air Force



In reviewing the accomplishments of the Air Force Reserve, Air National Guard, Air Force ROTC, Civil Air Patrol, and Air Explorers during 1954, I am most pleased with the excellent progress that has been made. I want you to know that the Reserve Affairs people, along with the Continental Air Command, have my full support in their efforts to make the Air Reserve Program vitally strong and stimulating. To all of you and your families my most sincere best wishes for a very Merry Christmas and a richly rewarding New Year.

N. F. TWINING
Chief of Staff
United States Air Force

Again, it is my pleasure to extend to all Reservists of the Air Force and their families heartiest wishes for a Merry Christmas and a happy and prosperous New Year.

This is also an excellent opportunity to commend you on your praiseworthy contributions to the Air Force Reserve program during 1954. Your loyalty and cooperation have contributed greatly to the cause of peace and freedom in the coming years.

As in the past, I welcome this moment to pledge continuing support to the vital part you have played in the build-up of our Reserve air arm.

LEON W. JOHNSON
Lt Gen USAF
Commander, ConAC



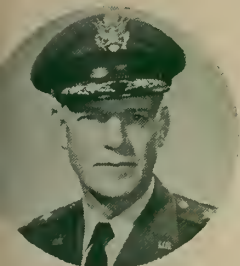


It is indeed an honor to have this opportunity to extend Season's Greetings to you members of our Air Force Reserve, Air National Guard, Air Force ROTC, Civil Air Patrol, and Air Explorers. We are highly gratified with the contribution all of you have made during the past year in support of the Air Force, airpower, and our Nation's security. I commend all of you for the excellent manner in which you have maintained your proficiency and interest in military readiness and am confident the coming year will witness an even greater effort in this direction.

Sincere best wishes to each of you and your families for a very Merry Christmas and a Happy and most Prosperous New Year.

John I. Lerom

Deputy to the Assistant Secretary
for Reserve and ROTC Affairs



With sincere and respectful esteem for their patriotic services to the nation, I extend cordial Holiday Greetings to all members of the Air Force Reserve Forces.

As the Holidays near, we are reminded of many hopeful things. We should recall that the Christian faith, the moving spirit of this season, has withstood every assault upon it for some two thousand years. We can know with satisfaction that, while our country must be the natural leader of the free world, we do have many allies and that man's age-old desire for liberty and individual dignity is on our side.

Let us, then, look to the New Year with confidence and renewed hope for peace, yet with the determination to stay strong enough to preserve that peace.

William E. Hall

Major General, USAF
Assistant Chief of Staff for Reserve Forces



The Air Force Division and the entire National Guard Bureau join me in wishing the officers and airmen of the Air National Guard and their families a wonderful Christmas and a happy, prosperous New Year. You may be justly proud of your achievements during the past year in support of national security.

Winston P. Wilson

Brigadier General
Chief, Air Force Division
National Guard Bureau



To all Air Reservists and their families, my sincerest wishes for a Merry Christmas and a Happy New Year.

Congratulations on your progress in fostering our mission of maintaining trained Reserve components to augment the active air establishment. Your splendid efforts during the past year have advanced the attainment of our nation's goal of future peace and freedom.

M. J. Asensio

Major General, USAF
VC, ConAC



To the Reservists and their families, I wish to extend my sincerest wishes for a very Merry Christmas and a most Happy New Year.

The progress made in our mission in maintaining a trained Reserve has been an immeasurable contribution toward realization of the peace and freedom we enjoy this Christmas time.

Robert E. Condon

Brigadier General, USAF
Deputy Commander, Reserve Affairs
Continental Air Command



Greetings to all members of the Air National Guard and their families. On the occasion of this most joyful season of the year, I want to join in wishing you a Merry Christmas and a Happy New Year.

It is most fitting that I take this opportunity to express our country's appreciation and add my own personal congratulations for your excellent achievements during the past year. I am sure that you will all join me in pledging the same whole-hearted support and endeavor during 1955.

G. G. Finch

Major General, USAF
Deputy Commander for ANG, ConAC





THE AIR RESERVIST

VOL. VI

NO. 12

- AIR FORCE RESERVE • AIR NATIONAL GUARD
- AIR FORCE ROTC • CIVIL AIR PATROL
- EXPLORERS, BSA

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Commander, Continental Air Command

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg, Washington 25, DC

If you know any member of the AF Reserve Not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment. Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Bureau of the Budget approval of this magazine given on 27 June 1952.

COVER: The University of Detroit AFROTC Cadet Chorus sets the mood with a few Christmas Carols for the pretty coed pinning a wreath up on campus. See FLYING TITANS, page 8.



As we pause to observe this joyous season and look back over an eventful year, my heart is filled with gratitude toward all those Reservists who give unselfishly of their time and efforts toward building a stronger Air Force. I would like to extend to each of you—Officers and Airmen—and your families, my sincere appreciation and my warmest wishes for a Merry Christmas and a Happy and prosperous New Year.

Charles E. Thomas, Jr.
Major General, USAF
Commander, Fourteenth Air Force



Season's Greetings to every member of the Air Reserve Forces. You and your families can take pride in the important contribution you are making to our national Defense, so that others can live in peace. This is the true Christmas spirit.

James B. Burwell
Brigadier General, USAF
Deputy Chief of Staff, Operations
Continental Air Command



To our members of the Reserves of the Air Force, and their families, I extend my sincere and heartiest wishes for a Christmastide filled with contentment and happiness. May the New Year that follows be one of good health and good fortune for you all.

R. Loyal Easton
Brigadier General, USAF
Deputy Chief of Staff, Personnel
Continental Air Command



Christmas, 1954, will find peace on earth for the first time in almost a quarter of a century. To Air Reservists who stand as a great deterrent to war in the world today, it is time for solemn rejoicing in the true spirit of the Christmas message, "Peace on Earth among men of good will."

The Staff of First Air Force joins me in wishing you and yours the blessings of a Merry Christmas and a Peaceful New Year.

Roger J. Browne
Major General, USAF
Commander First Air Force



On this, the happiest and most sacred holiday of the year, I wish to extend my personal greetings to all members of the Air Force Reserve, and to their families. Because of men like you, the homes and families of all Americans are safer and more secure. May you and your loved ones enjoy the merriest of Christmases, and the very best of everything in 1955.

Alfred A. Kessler, Jr.
Major General, USAF
Commander, Fourth Air Force



The advent of this Christmas and New Year Season truly is an occasion of heartfelt and fervent rejoicing. This country and other peace-loving nations of the free world again look to the New Year with renewed hope, despite continuing global tension.

To the men and women of the U.S. Armed Forces, Regular and Reserve, wherever they may be, who have done so much to kindle that hope, my sincere wishes for the merriest Christmas and happiest New Year ever.

Richard A. Grussendorf
Major General, USAF
Commander, Tenth Air Force

For all Reserves and The Air Reservist, the Aviation Engineer Force hopes for peace on earth and good will to men this Christmas season 1954. It is fitting that these good wishes are also our national and military objectives. The peace and good will we wish is the kind that contains such fundamentals as freedom that considers the rights of others, the importance of the individual, increased incentive, domestic tranquillity, moral character, and true knowledge.

John C. B. Elliott
Brigadier General, USAF
Commander, Aviation Engineer Force



The following article clarifies a subject which many reservists misunderstand. . . .

UNIFORM ALLOWANCE

RESERVE Officers' Uniform and Equipment Allowance—myth or misunderstanding. Myth, no; misunderstanding, plenty! Many Air Force Reservists are more than just hazy on this subject and the word-of-mouth interpretations they receive, and pass on, add to the fog of misunderstanding.

Generally, the average reservist is concerned with how to get the uniform allowance, when, and how much but neatly sidesteps his obligation for entitlement to it. He would do well to put aside the mercenary conception of money for money's sake and remember it is money for clothing, the wear and care of which is instrumental in continuing the tradition of the "wild blue yonder."

First, let us define the uniform as those parts of an individual's military clothing visible when worn to the general public, and equipment as all other clothing, appurtenances and insignia. For convenience in this article the term "uniform" will include both uniform and equipment. Now let us break down the Officers' Uniform Allowance of the Armed Forces Reserve Act of 1952 (Public Law 476) into Initial Uniform Allowance, Uniform Maintenance Allowance and Additional Active Duty Uniform Allowance.

One time payment. The Reserve Officers' Initial Uniform Allowance is payable only once. With the exception of a transfer from another service to the Air Force Reserve (separation of the Air Force from the Army Air Corps in 1948 does not constitute an interservice transfer), no officer is entitled to receive more than one initial uniform allowance in his military career. Payment of this allowance under any law other than the Armed Forces Reserve Act of 1952 is a bar to payment of it under this Act.

A \$100 initial allowance is paid to Aviation Cadets and Officer Candidates who are commissioned in the AFRes as the result of successful completion of their courses. In the not-so-common situation, an enlisted man on active duty in a non-combat zone who is given a direct commission also receives the \$100.

A \$200 allowance is paid to a civilian

upon receiving a direct reserve commission and also to an active duty enlisted man commissioned in a combat zone. This same amount is payable to a reservist (officer or enlisted man) of another service accepting an appointment in the Air Force Reserve; or to a member of the Army of the United States without component (one who holds a direct commission and was never converted to Regular or Reserve Status in the Army) upon accepting an appointment in the AFRes. An inactive duty enlisted reservist of the Air Force or the Air National Guard who completes OCS solely for the purpose of reverting to his respective component as a reserve officer is also entitled to this allowance.

Payable when first reporting. This Initial Uniform Allowance is payable to a reserve officer upon first reporting for a period of active duty in excess of 90 days, or upon completing his first 14 days or more of active duty or active duty for training. As a third method it may be paid upon completion of the first 14 periods of inactive duty training (not less than two hours each) to an officer of the Ready Reserve. In each instance the duty must have commenced after 31 December 1952.

When a reserve officer inquires about his clothing allowance he usually means the *Uniform Maintenance Allowance* for the purchase of uniforms to replace or enlarge upon his military wardrobe. To be entitled to this \$50 he must complete four years of satisfactory Federal service (four 50 point years for retirement, although not necessarily consecutive) as an officer of the same reserve component. This means that the entire duty for the Maintenance Allowance consideration must have been served as an officer in the AFRes, and duty as a member of the Army, Navy or Marine Reserve cannot be included in this period. In connection with the 50 point year the 15 gratuitous points are considered to be earned in the same sense as the other 35 are earned through training means. A satisfactory year consists of 365 (or 366) days from the day of actual entry or re-entry into the reserve program, or each subsequent 365 day period from the anniversary date of each such entry or re-entry. If less than 50

points are earned in one of these yearly periods, it is not a satisfactory year for claiming the uniform allowance. Also the points accrued in this "unsatisfactory year" cannot be used again.

Further provisions made. During the four year period the reservist must have served at least 28 days on active duty for training (summer encampments, special training assignments with the Regulars of the Armed Forces, etc.). If this period of active duty for training, or outright active duty, were to exceed 90 days, it cannot be considered as part of the four year requirement for the Maintenance Allowance. Why? Because for this much active duty a reservist is authorized the Additional Active Duty Uniform Allowance which will be explained in a later paragraph.

Now this four year period in question may have commenced prior to 9 July 1952 but it may not be considered completed, for the purpose of paying the Maintenance Allowance, until after this date. Additional \$50 allowances will be authorized for each succeeding four year period from the date of the last allowance payment provided all the requirements are met. A person who has received, or become entitled to receive, any allowance as an officer will not be entitled to this \$50 maintenance allowance until the expiration of four years of satisfactory Federal service after the date of the last reimbursement and meets all other requirements.

Additional allowance. For each entry or re-entry into a period of active duty, or active duty for training, in excess of 90 days on or after 25 June 1950, an officer of the AFRes, ANG or the Air Forces of the United States without component is entitled to a \$100 *Additional Active Duty Uniform Allowance*. However, having been reimbursed for one such period, the same officer may not qualify again until at least two years have elapsed from the date of release from active duty. Air Force reserve officers who were former members of Regular components of the Armed Forces are not entitled to this \$100 if they go on 90 or more days EAD within two years after separation from the Reg-



JENNIES

*It's a long, but exciting road...
the road from—*



To JETS

BY DICK KEPHART

THIRTY-SIX years ago, Leonard E. Thomas interrupted his college education to join the Marine Reserve Flying Corps. Today, Air Reservist Maj Gen Thomas, a semi-retired California lawyer, holds an M-Day assignment as Deputy Assistant Chief of Staff for Reserve Forces.

On July 1, 1918, Leonard Thomas, a Harvard junior, signed up with the Marine Corps. Six months later, the war crisis having passed, he reverted to inactive status. This was the takeoff on a long low trajectory aimed at the enduring requirement for military Reserves.

During World War I, Marine Reservist Thomas completed his flight training in a "flying birdcage." (This was the pet name appended to the "flying jenny" (JN4D) because of the wing's wire bracing. If a bird, placed between the wings, could fly out, this was a sure sign that the bracing was defective.) After flying seaplanes and flying boats (N-9's, HS-12's and 16's) he received his first aeronautical rating, Naval Aviator.

When 2d Lt Thomas was transferred

to the inactive Marine Reserve, Dec 18, 1918, he lost no time in returning to college... but the flying bug was now in his veins. Finding some enthusiastic classmates, he organized the Intercollegiate Flying Association and became its first president. In 1920, the group sponsored the first Intercollegiate Air Races for eleven of the larger eastern colleges.

After receiving his AB degree from Harvard in 1920, Lt Thomas headed for the west coast. Two years later he passed the bar examination and in 1923 obtained his law degree. Flying was still as interesting as law, but not so remunerative.

While attending law school, Lt Thomas resigned his Marine Commission and accepted a second lieutenancy in the Air Service Reserve. He was a "charter member" of the group which formed the first Air Reserve Field at Clover Field, Santa Monica, California. Subsequently he became the Adjutant and later the Flight Leader of the original 478th Pursuit Squadron.

With a Reserve captaincy in his pocket he accepted a second lieutenant's com-

mission in the Air National Guard's 115th Observation Squadron in 1930 but resumed his original rating when he reported for active duty in August 1941.

By 1943 his background of flying, plus the administrative experience gained as the result of heading his own law firm, carried him through successive promotions to shoulder eagles. In the ensuing three years of stateside and Pacific theater duty he ran the gamut of Executive Officer, Chief of Training and Operations, Base Commander, Field Air Inspector and Senior Tactical Inspector. Colonel Thomas was separated from the Air Corps in February 1946.

During the war he flew practically everything in the arsenal of aircraft from P-38's, 39's, 40's, 43's, 47's, 51's and 63's, medium bombers and cargo carriers to B-17's, 24's and 29's. Early in the conflict he qualified as a Command Pilot which is the culmination of all his other ratings including Senior Aircraft Observer and Technical Observer.

Upon rejoining the Air National Guard later in 1946, Col Thomas realized that he did not want to be left

behind by the air age. In 1951, when the F-80 "Shooting Star" made its appearance, he was at the head of the line to try his hand at jet flying. His 400-odd hours of ANG F-51 flying paled into the background as he compiled a hundred hours of F-80 time.

In April 1947, the veteran flier was promoted to brigadier general and advanced to major general in September 1952. In retiring from the ANG in November 1953, he reverted to the Air Force Reserve. Being "just a fighter pilot at heart" Gen Thomas was not quite ready to hit the silk and today he is still jet flying in the F-86.

The Air Force knew that his valuable leadership and background, proven by time and experience, his Command and General Staff School training, and the



Cross Country Report

Life Under The Communists

Members of the 9065th Air Reserve Gp, New York City, recently heard a first-hand account of "Life Under Communist Police-State Rule". The talk was given by Jan Hajdukiewicz, the Polish interpreter at Panmunjom, Korea, who escaped from the communists and sought asylum in the US. Richard Sorich, Research Associate with the Russian Institute of Columbia University, also spoke at the forum, which was presided over by the Group Commander, Col Jesse C. Williams.

AF Academy Open To Reservists

Active Reservists who meet other eligibility requirements, may make application for appointment to the Air Force Academy, it was pointed out in AFR 53-10, Subject: Schools, dated 30 Sept 1954. Such Reservists must have completed one full year of service in an active duty enlisted and/or active Reserve status by July 1st of the year for which they seek admission. They also, at the time of application and selection, must be serving on active duty or must be satisfactorily participating in an organized unit of their Reserve component. Full details are outlined in the above named regulation.

Field Training Discussed

Field training for next summer was chief topic of conversation at a recent meeting of unit commanders of the 152nd Tactical Control Gp held at Westchester County Airport, White Plains, NY. Plans were made for the entire group to operate an integrated tactical control system for the first time during the field maneuver. The 152nd, which is scattered over five states along the East Coast from Georgia to Massachusetts, is commanded by Col Willard S. Magalhaes of Westfield, NJ.

Coast Chaplains Hold Confab

Operation and organization of the new Air Reserve Centers was chief topic at the first West Coast Reserve Chaplain's conference of the year held in

Long Beach, Calif. The Chaplains also heard talks on training available to chaplains, promotions, benefits, retirement, and specific problems concerning Reserve Chaplains. The conference was organized by Lt Col Murphy A. Laning, Fourth Air Force Staff Chaplain.

Reserve Round-up

Univ of Denver AFROTC cadets, volunteering their services to civil defense work, began rescue training with 24 students divided into groups of eight. Maj Gen Fred W. Evans (USAF retired) executive director of Denver's Civil Defense, paid tribute to the cadets' volunteer service.

Over 200 Air Reservists attended an "Air Reserve Squadron Day" at Camp Kilmer, NJ, to hear speakers talk about the future of the AFRes and effect on individual reservists. Idea was sponsored by Brunswick, NJ, 9253d Air Res Sq. . . . California's Lt Gov Harold J. Powers called for a stronger AFRes and a better understanding of its mission in a speech before more than 75 civic, educational, business and military leaders at a preview of facilities at the new San Francisco Air Res Cntr. He urged leaders to convince their communities "that the AFRes is of paramount importance to the protection of our way of life."

Members of the 9327th Air Res Sq, Atlantic City, NJ, witnessed a demonstration of defensive weapons by Marine Corps instructors at the US Marine Corps Training Center there. Reservists, led by Maj Joseph M. Nurre, Jr. sq cmdr, were given an opportunity to use the excellent small arms range at the Marine Center. . . . A team of ANG jet pilots from Colo and NM won the 1954 annual ANG Gunnery Meet held at Gowen Field, Idaho. The winning jet team will represent the ANG at the annual AF all-jet fighter gunnery meet next Spring. . . . The San Rafael (Calif) Independent-Journal gave a two-page spread of the 9364th Air Res Sq's activities. Maj Gen Alfred A. Kessler, Jr. 4AF cmdr, stated that the coverage was "a fine demonstration of the type of community relations for which we are constantly striving."



An old "Jenny"

Air Force Senior Officer course, should not be wasted. It also realized that he was deserving of respite after 36 years of active and reserve duty with the Marines, the Air Service, Air National Guard, the Army Air Corps and Air Force Reserve. In balancing these facts the Air Force also considered his participation on numerous commissions and special assignments—more recently on the Johnson Board—and found all of them to be especially qualifying for its sensitive slot.

The genial and yet dead-serious protagonist of air power, Leonard E. Thomas, the jenny-to-jet general, was made to order for it—the mobilization assignee job of Deputy Assistant Chief of Staff for Reserve Forces.

Gen. Easton to ConAC

Brig Gen Robert L. Easton has been appointed Deputy Chief of Staff for Personnel of ConAC with offices at Mitchel AFB, New York. Gen Easton, a West Point graduate, class of 1928, is a command pilot. He was assistant Chief of Staff for Plans and Operations of the US Caribbean Command prior to his appointment to ConAC's staff.



Titans . . . that's the nickname for the University's varsity teams. A strong AFROTC program is a source of pride for the United States Air Force.

flying

by Lt

"Even if we had the assurance that there would never be another armed conflict the character benefits of the AFROTC training would justify its inclusion in the curriculum of our colleges and universities."

So spoke one of the country's leading educators, the Rev. Celestin J. Steiner, S.J., president of the Midwest's rapidly expanding University of Detroit.

Jealously and rightly proud is U of D's AFROTC unit of the fine relationship between school administration and the Air Force. Reflectively proud should be those responsible for the current AFROTC program, a new, streamlined course that elicits such enthusiastic endorsement from one of the country's leading educators.

In an era of "new looks," just what is this "new look" in the AFROTC program, which is the largest single producer of Reserve officers? Just how has it changed? By way of example, let's look at the University of Detroit unit, one of 188 in this country and its territories.

Totaling approximately 600 cadets, the corps is governed completely by a Cadet Wing Staff, in coordination with the regular permanent personnel. This self-government includes a cadet evaluation board which has power to rule on retention or dismissal of cadets.

Instruction is handled by some 15 officers and non-coms, headed by Col James J. O'Shea, Professor of Air Science. These instructors have regular academic status on the University's faculty. Cadet activities, under the guidance of the Commandant, include a crack drill and rifle team and an Arnold Air Society chapter which holds great prestige among campus fraternal organizations. Further, it has its own full-dress marching band and cadet chorus.

It is a leader among campus activities with such affairs as a formal Military Ball, acting as color and honor guard, hosting ROTC Field Days in Titan Stadium, and, promoting campus-wide blood drives that net large quotas of blood for the Red Cross. Less publicly, the cadets have traditionally visited local Veterans' hospitals to distribute small gifts and friendly companionship to the lonely patients.

But, in addition to a well disciplined operation, U of D's curriculum is part of an entirely new course for AFROTC students.

It used to be that an AFROTC student in the corps would be faced with the choice of one of these specialties: Gen-

In the shadow of the University's Memorial Tower monument to alumni who have died for their country, future AF officers stand dress parade.



Presentation of awards and trophies during ROTC field day at Titan Stadium. President of University of Detroit, Very Rev.

Detroit
ing new
future . . .

titan

Truchko

eral Technical, Flight Operations, Communications, Armament, Aircraft Maintenance Engineering, Comptrollership, and Administration and Logistics. In addition each course was broken down into a myriad of divisions, with sometimes only a week spent on a complete textbook.

But the lucky student now goes into one unified course, with the objective not of being a specialist, but of being a well trained and disciplined officer and gentleman, a credit to the United States Air Force. Rather than being exposed to vast technical knowledge, he now trains and lives as an Air Force officer.

Of course, the requirement of flight training upon commissioning makes the streamlining much easier, but it was on its way before that stipulation went into effect.

The result has been an increasing morale, a unit identity where the cadets previously were dispersed into half a dozen different specialty fields. This had created as many spheres of varying military esprit.

Talking with the cadets themselves only verifies these facts. Where before a cadet was either referred to as a "Comptroller," "Flight Op," etc., he is now, simply, an Air

Force cadet. With unity of purpose and training has come a unity of thought and morale.

What is the interest and attitude of today's new student to AFROTC? The statement of Professor Paul P. Harbrecht, Director of the Student Counseling Bureau and Military Affairs Representative at the University, is reassuring:

"Interest among incoming students has remained consistently high."

Inference is not meant that the stipulation of flight training has not deterred some from entering AFROTC training, others from completing it. However, the effect is surprising when we view U of D's enrollment figures for comparison. While there has been a high attrition rate among the advanced course students, due primarily to lack of physical flight qualification, there are 312 new Freshmen enrolled in the program this year as contrasted with 243 for last year. A gain of 69!

When asked if the requisite of Flight Training was a serious deterrent to any of the students, the answer was "No." From his experience in counselling thousands of prospective students, Prof. Harbrecht said the only really deterring factor to a new student is confusion and misunderstanding. With the new streamlined program and "no doubts" as to prospective flight training, the students' enthusiasm is renewed. Enthusiasm is higher now than among students of former years. While overall figures might now be slightly lower as far as enrollment is concerned, Prof. Harbrecht cautioned against misinterpretation. Relating these figures to coexistent national and educational factors, it is actually an increase, in the end producing more and better officers.

This is the story in general, but not the story in particular at the University of Detroit. On the large, beautiful campus, the AFROTC offices and classrooms are located in the magnificent new two and a half million dollar Memorial Building. It is impossible to say who is proudest of it, the administration or the military! It is well known in Detroit, however, how the Air Force and University officials worked tirelessly, hand in hand, to see the new building become a reality. The vast floor of its 9,000 seat amphitheater is shared alternately by varsity teams and drilling cadets.

Regarding this cooperation and relationship, Prof. Harbrecht stated: "... The officers are members of the faculty and act as such. Their active participation in University affairs is so natural that it is taken for granted. [They] are teachers, guides and counselors who always have the good of the individual in mind."

(Continued next page)



Among the many groups and activities is U of D's Drill Team, whose precision drilling is a familiar sight at not only competitions but grid games and other University and civic affairs.



Before a background of new, as yet un-uniformed Freshmen, Col James J. O'Shea, Professor of Air Science, reviews training plans with Codet Howard J. McLaughlin, wing commander.

egiate
is Uni-
er, S.J.



(from preceding page)

In viewing his unit and its effectiveness in fulfilling its mission, Col. O'Shea made clear that "The support given to the AFROTC program by officials of the University of Detroit accounts for the large Freshman enrollment in the basic course. This provides a broad base from which to select outstanding cadets for the advanced course and exceptionally well qualified cadet candidates for commission as 2nd Lieutenants, United States Air Force."

This is an age when reservists realize that security is dependent on a large well trained AF Reserve. Being cognizant of public attitudes toward military training, the full statement of Father Steiner, as president of one of America's large and leading universities, is of rewarding impact:

"The University of Detroit believes in an AFROTC training. Integrated in a sound educational program it provides the nation with physically and morally fit college trained citizens and military leadership."

"Even if we had the assurance that there would never be another armed conflict the character benefits of the AFROTC training would justify its inclusion in the curriculum of our colleges and universities."

"As college students drill and march in review before us we feel a sense of pride and confidence in our youth and security as far as our nation is concerned."

"May God continue to bless all; officers, instructors and students alike as they work together to achieve what is so worthwhile to Americans individually and to America as a nation."



Top: Lounging on the steps of the University Library, there is little to distinguish these cadets from other collegians until they don their Air Force blues. (Middle: In full dress and with smart precision, Air Force cadets join Army units in mass formation before the spanking new Memorial Building, headquarters for military reserve training at U of D.

St. Paul-Minn Center Employs Helicopter To Expedite Visits

The helicopter has been effectively employed by Maj Patrick A. O'Connell, Training Officer of the Minneapolis-St. Paul Air Reserve Center to expedite official visits to outlying Air Reserve squadrons and flights and attract public attention to the Air Force Reserve throughout Minnesota.

The plan was very effectively launched recently when Col Hugo G. Erickson, commander of the 9148th Air Reserve Gp, flew via helicopter to a Dedication Day ceremony at the Fairmont (Minn.) airport. Members of the flight at Fairmont all were given rides in the H19-B helicopter and later in the day, it was placed on display for the public to inspect.

Needless to say, the "whirlybird" attracted a great deal of attention, especially among the air-minded youth.

The helicopter is the property of the 31st Air Division at Fort Snelling, and Major O'Connell coordinated the deal with that organization. The plan will be a continuous one whereby senior officers assigned to the Center will be better able to contact their flights and squadrons. Such visits will be timed to tie in with civic events and result in adding to the prestige of the local Reservists.

Oregon State AFROTC Cadet Wins Air Force Rifle Trophy

Virgil Hamlin, Jr., an Oregon State College AFROTC cadet, literally is shooting his way to national fame.

The college senior was awarded the Secretary of the Air Force Individual Championship Rifle Trophy for firing a score of 391 out of a possible 400 in the National Small-Bore Tournament.

In a public ceremony prior to the Oregon State College-UCLA football game, Oct 23, Cadet Hamlin was presented the trophy by President A. L. Strand of Oregon State College. Col Leroy G. Heston, Professor of Air Science at Oregon, and commander of AFROTC Detachment #685, assisted in the presentation along with Maj Charles L. Ralph, advisor to the Perishing Rifles at Oregon State College.

The Oregon State five-man team, led by Cadet Hamlin, was fifth in the nation with 1869 out of a possible 2000 points.

In addition to winning the Secretary of the Air Force trophy, Cadet Hamlin, last summer, entering the Camp Perry shoot as an individual, against the best Army, Navy, Marine Corps and National Guard riflemen, captured the regional title of his own Pacific Northwest section.

Reserve Non-Participants Advised To Reaffiliate or Enroll in ECI Courses

Continental Air Command has repeated its plea to non-participating reservists, as outlined in the November issue of *The Air Reservist*, to reaffiliate with a participating element of the reserve program as soon as possible.

Under existing regulations, these reservists will be transferred to an inactive status on 1 January 1955 if they are not

■ ALLOWANCE from page 5

active component. An officer who has received an Initial Uniform Allowance in excess of \$200 during his current tour is also ineligible.

A reservist of another service, including the U.S. Army without component, who has received his Initial Uniform Allowance and/or the Additional Active Duty Uniform Allowance from that service, may receive the same allowance or allowances again upon transferring as an officer to the AFRes, ANG or the Air Force without component. The necessity of purchasing a completely different uniform upon transferring from another service component to the AFRes is the reason for this dual payment.

Reservist must wear uniform. The required wearing of the uniform, while assigned to any of the Training Categories, regardless of the pay or non-pay feature of the category, is an essential element for entitlement to any of the uniform allowances. However, prior to 1 July 1949 any year of service as a member of a reserve component, during which there was some duty requiring the wearing of the uniform, may be counted as a year of satisfactory Federal service for this purpose.

Finally, to get any uniform allowance a reservist must apply for it by filing the appropriate certificate in duplicate. It is never too late to file. There are different prescribed certificates for the Initial Uniform Allowance and the Additional Active Duty Uniform Allowance which must be signed and submitted by the individual directly to the local finance officer. A third type of certificate must be submitted by the reservist's commanding officer to the finance officer for the Uniform Maintenance Allowance. Samples of these certificates are contained in Section 90245 of AFM 173-20 as amended.

There is no myth about the Reserve Officers' Uniform Allowance and it is hoped that the fog of misunderstanding is lifted.

actively participating. They will then face screening action which may result in loss of their commission.

ConAC also emphasizes to officers the advisability of returning to an active status before that date in order to secure consideration for promotion, if otherwise qualified, by the initial selection boards under the recently enacted Reserve Officer Personnel Act of 1954. (See the October issue of *The Air Reservist* for this story.) Those officers who affiliate after that date may by such action ensure retention of their commission but may place themselves in a position whereby promotion consideration is delayed for an additional year. While ConAC officials point out that such delay may be advantageous to the officer concerned, by reason of the fact that his record will reflect increased participation, they nevertheless desire that each officer be cognizant of the opportunity for early consideration.

Perhaps the quickest methods of securing a participating assignment are through affiliation with an Air Reserve Center unit or by enrollment in correspondence courses through the Extension Course Institute. A visit to your nearest Air Reserve Center may provide quick dividends in this connection. Other methods are assignment to an Air Reserve flying or support unit or acceptance of a mobilization assignment or designation position.

Reservists should weigh carefully any decision not to affiliate. Many have earned several years of creditable service for retirement and should consider carefully any decision to sacrifice such retirement credits.

Many AFRes Officers Eligible For Upgrade

Many AFRes officers are eligible for promotion to a permanent higher grade as a Reserve of the AF, but apparently are not aware of their eligibility.

An officer of the AFRes, who at the time of release from active military service on and after June 26, 1950, serving in a temporary AFUS or USAF grade higher than his permanent Reserve grade will, upon application, be permanently promoted to that grade as a Reserve of the AF, according to Para. 6b, AFReg 36-68, 1 Jan 53, as amended.

The promotion is subject to the completion in permanent Reserve grade of the following cumulative years of promotion service: 2nd Lt to 1st Lt—3 yrs; 1st Lt to Capt—2 yrs; Capt to Maj—4 yrs; Maj to Lt Col—4 yrs; Lt Col to Col—3 yrs.

Promotion service will be computed from date of appointment in the permanent Reserve grade preceded by any promotion service in an equivalent or higher grade prior to date of the permanent Reserve appointment.

Eligible officers are encouraged to make immediate application for such promotion, through channels, to the Commander, Air Reserve Records Center, 3800 York St., Denver 5, Colo.

Interns Have Choice Of Branch Of Service

Interns who are liable for military service after June 1955, now may request reserve commissions in the service of their choice, insofar as possible, it was announced by the Office of the Secretary of Defense.

Under this new program, a limited number of physicians may obtain a service deferment for additional hospital residency training in specialties essential to the Medical Services.

Eligible are 1954 graduates of medical schools who have been deferred by the Selective Service System. Interested interns may obtain further information by writing to the Assistant Secretary of Defense (Health and Medical), the Pentagon, Washington 25, D. C.

Bolling AFB Reservists Are Ready for M-Day

"Active" is the by-word of Reservists assigned to the Headquarters Command at Bolling AFB, Washington, D.C.—the officers who will man key-posts at that strategic base should M-Day arrive.

The hard-hitting program is under the direction of Col. N. W. Van Sicklen, Deputy Commander, and Col. George W. Webb, DSC/Personnel who closely scrutinize all training records of Reservists.

One of the highlights of the training is a monthly "Officers' Call" to which all HEDCOM mobilization officers are invited. Following this, the active duty officers act as hosts to their "counterparts" at a luncheon sponsored by Brig Gen Stoyte O. Ross, HEDCOM Commander.



Mail Bag

Dear Editor:

Should a reservist inform the Veterans Administration of his current reserve status when applying for VA benefits?

CDM

Wheeling, WV

Yes, the Veterans Administration should be furnished his present status in the reserve, also the arm of service which will enable the Veterans Administration to determine the location of his records. This will assist the Veterans Administration in processing the claim with the least possible delay.

Dear Editor:

Should a reservist assigned to a unit write to his unit or directly to the Air Reserve Records Center for information?

OFH

Harrisburg, Pa

Faster action will probably be obtained in most instances by addressing inquiries to the unit of assignment. In addition, the procedure of routing correspondence through channels assists the unit of assignment by making them aware of the problems and queries of Reservists assigned.

Dear Editor:

I have recently received my Annual Survey forms. Since I have just completed and mailed another questionnaire, why should I be required to complete still another survey form?

DBW

Monroe, La

During Fiscal Year 1954 survey action extended over a 12-month period from July of 1953 to June 1954. During Fiscal Year 1955, in order to obtain certain information not previously requested but which is now immediately required by the Armed Forces Reserve Act of 1952, survey forms this year were mailed during the first quarter of the Fiscal Year. It is unavoidable that some Reservists are being contacted after recently completing a previous questionnaire. Air Force Reserve Annual Status Reports should be returned promptly. The cooperation of all personnel receiving a survey form is requested.

Dear Editor:

I submitted my resignation from the Air Force Reserve on 15 June 1954, and was discharged on 22 July 1954. Am I eligible for a discharge certificate?

REB

Los Angeles, Calif

No. Your resignation was initiated prior to 1 July 1954. The policy for the issuance of certificates states all resignation and discharge actions initiated prior to 1 July 1954 will be processed under policies and procedures then in effect and the issuance of discharge certificates was not authorized.

Dear Editor:

Are Reserve Identification Cards issued automatically upon release from active duty?

WPN

Milwaukee, Wis

No. The Reservist must make application for identification card by completing AF Form 279 in duplicate and forwarding it to the custodian of his field personnel record. Reservists in the Non-Affiliated Reserve Section should forward applications to Commander, Air Reserve Records Center, 3800 York Street, Denver, Colorado. Those reservists assigned to a Reserve unit should forward applications to the commander of their unit. Retired reservists are issued identification cards by Air Adjutant General, Headquarters, USAF, Washington, D. C.

AIR RESERVIST Magazine Aids in Crime Detection

As a result of a story in the September *Air Reservist*, VA's NEW MAGIC EYE, regarding a device used to aid in detecting altered documents and in deciphering obliterations, Supt C. M. Wilson of the Wisconsin State Crime Lab sent a letter to the VA requesting the name of the manufacturer and where the device may be obtained.

By S/Sgt M. L. Prosser

THOUGH it was the martial roll of the drum which jarred Robert Saxon from the depth of deep sleep to the verge of consciousness, it was the shrill cry of a bagpipe that popped open his eyes.

For a confused moment he didn't know where he was for instead of the familiar atmosphere of his bedroom, he discovered his head propped against the canvas wall of a towering tent. The banners of Memphis, Tennessee's "Mid-South Fair" fluttered in the wake of southeast winds cooled by the nearby Mississippi.

The drum rattled again but Saxon needed no further summons. He rose to his feet, brushed bits of grass from his clothing and walked toward a strangely dressed group. Men dressed in full and colorful regalia of a Scottish Kilt band were an unusual sight to the people who watched with keen interest. Nothing could be more familiar to Saxon.

He was leader of the clan, known in military circles as the 8710th Air Force Reserve Scotch Kilt Band, the Air Force Reserve's only "pipe and drum" aggregation. His bandmen, complete with bright neutral tartans, had gathered from all over Mid-South Cotton Capital for another event in its colorful two-year history. Like other bandmen, Saxon had taken "40 winks" between rehearsals.

"Okay laddies . . . and you lassie," Saxon, a Reserve Technical Sergeant, beamed as he tapped a makeshift music stand for attention. "Let's run through 'Blue Bells of Scotland.' This is our last rehearsal before the big show."

A short time later, hundreds of fairgoers gathered around as television cameras were focused on the 20 bandmen. The program director's hand, held motionless above his head, suddenly fell. His index finger pointed straight at Saxon. The band was on the air.

Organized in late December, 1953, the band rapidly gained a reputation throughout the southeast. Captain Paul A. Boensch, manager of the group, had hit upon the idea of a "different type of music" to enhance recruiting for the lagging 8710th. Within weeks, the group's personnel lists had increased threefold. Over 20 enlistees were summoned to Reserve ranks from a single town where the band appeared.

Directed by Saxon, who doubles as a supply sergeant, the band has played

Memphis Reservists

Boast Scotch

Kilt Band



T/Sgt Fay Willett, pipe majorette

before an estimated half-million people at its many appearances. Additional thousands have seen it on television. Numerous treks, financed by sponsoring organizations, have taken the band to participate in such events as the "Miss Tennessee" finals at Jackson, Tenn., the Corinth, Miss., and the Union City, Tenn., centennial celebrations, the Memphis Cotton Carnival, the National AmVet Convention at Miami, Fla., and the nationally known "Catfish Derby" at Savannah, Tenn., where the band, bathing beauties and a giant 83-pound catfish hogged the spotlight.

Future plans call for the band to appear at the Memphis premiere of the new MGM picture "Brigadoon," The Seventh Annual Mule Darby, Elaine, Ark., and the Victory Day Parade and Spirit of Christmas festivities at Memphis, among other events.

Recruiting plays a leading role in the band's appearances. Recruiters T/Sgt Zollie Ray and M/Sgt Tom West normally take a sound truck and give three to four days' advance notice of the band's arrival. Then they don "recruiting armbands" and a large banner iden-

tifying the organization and parade with the band.

Memphis Scotsmen take considerable pride in the band and often extend tips on how to properly wear Scottish attire. One Scotsman, after relating a tale about the sublime mountain scenery of the Scottish Highlands, scolded his listeners for wearing sporrans on their sides. "Hoot Mon, any Scotsman should know the sporran is to be worn in front of the kilt," he remarked in his Highland brogue.

One of the band's key attractions is a 23-year-old high-stepping pipe majorette. The majorette, Miss Fay Willett, of Memphis, serves as a "week day" Property and Supply Clerk with the 2584th AFRes Flying Training Center. To the band and at "Weekend" 8710th training sessions, she's T/Sgt Willett.

Half of Sergeant Saxon's bandmen are basic airmen who join the "old timers" in taking time off from their jobs in and near Memphis to participate in its activities. Twenty men currently lend their talents to the band but Saxon, who played the French Horn with the Army Band in Washington from

1939 to 1942, and Capt. Boensch, expect to expand to 30 members by early 1955.

Other members of the band include: M/Sgt Carl C. McDougal; S/Sgt Willis R. Crowder; A/2C Lonnie J. McKenzie, Marion C. White, and Charles Daniels, A/3C William P. Burnett, William H. Arnette, and James D. Acree, A/B Edward F. Butler, John W. King, Fred W. Atchley, Jr., Edward J. Kitts, Teddy A. Adams, John D. Hall, Fred M. Gibsen, and William S. Orr.



Among the many places the band appeared was the "Miss Catfish" beauty contest. Same are pictured here with Mary Mel Guinn (l), 2nd place; Ina Jean Turner, "Miss Catfish" and Deanie Harnbuckle, (r), 3rd.



The band during a marching dress rehearsal at the Memphis Municipal Airport. The Sgt in dark glasses is T/Sgt Robert Saxon, director. Directly behind the majorette is Capt Paul A. Boensch, band manager.

Command & Staff College Offers Resident Courses

A limited number of openings has been established for Air Reservists, not on extended active duty, to attend either the Squadron Officer or Academic Instructor Course at the Air Command and Staff College.

Since the total number of officers who can be trained is small, only the best qualified will be selected.

Prerequisites for the Squadron Officer Course: captain or lieutenant; must not have passed 35th birthday; at least 3 years but not more than 7 years, 11 months and 29 days of federal commissioned service. Security clearance required is Secret.

The following quotas have been allotted:

Class	Starting Date	Closing Date	1 AF	4 AF	10 AF	14 AF
55-A	10 Jan 55	15 Apr 55	4	3	4	4
55-B	25 Apr 55	29 Jul 55	4	4	3	4

A list of officers selected to attend each class must be forwarded by the numbered Air Forces to the Commandant, Air Command and Staff College, Maxwell AFB, Ala, at least 30 days prior to the class reporting date. Issuance of AFR Orders and medical exami-

Time Limit Set For All USAF Extension Courses

All USAF Extension Course Institute students, Reservists or on active duty, now must complete each course requirement (volume, part, or subjective requirement) within 12 months after it is sent to him.

This new policy, which becomes effective on January 1, 1955, replaces the 18-month participation policy currently in operation.

Under the new policy, a student initially will receive three or four volumes in a multiple volume course at the time he enrolls. Each volume will be stamped with a due date. If all examinations are not received at ECI by the due date, the student will be cancelled and will not be allowed to re-enroll for at least six months. A student already enrolled on the effective date of the new policy will be required to complete all course materials then in his possession by January, 1956.

nations are the responsibility of reservists' unit assignment.

Field exercises extending over a two-week period will be conducted as a part of the curriculum.

Rated officers on flying status will have completed a proportionate share of minimum flying requirements as provided in AFR 60-2. They must possess a current instrument pilot certificate which will not expire during the temporary duty.

The following records will accompany all officers, rated and non-rated, in accordance with AFR 31-9: medical and dental records; current copies of DD Forms 93 and 66.

Reservists may submit applications in accordance with AFR 35-76, 25 June 53, as amended.

Four classes of the Academic Instructor Course will be conducted during the last half of Fiscal Year 1955; however, attendance at the fourth class (55-D) will be confined to AFROTC and Air Univ instructor personnel.

The following quotas have been allotted:

Class	Date Starting	Date Closing	1 AF	4 AF	10 AF	14 AF
55-A	10 Jan 55	18 Feb 55	1	1	1	2
55-B	28 Feb 55	8 Apr 55	2	1	2	1
55-C	18 Apr 55	27 May 55	2	1	1	2

Officers selected for attendance at the Academic Instructor Course must be assigned or scheduled to be assigned to instructor duties for a period of not less than 18 months after completion.

The same general provisions regarding records and submission of applications as in the Squadron Officer Course apply.

Those captains and lieutenants who exceed the maximum age or service limitations for the Sq Off Course, or who are unable to attend the Acad Instr Course, are encouraged to take the courses by correspondence under the USAF Extension Course Program.

Summer uniform is optional 15 Mar to 15 Apr; mandatory 15 Apr to 15 Oct. Winter uniform optional 15 Oct to 15 Nov; mandatory 15 Nov to 15 Mar.

Hq ConAC Ltr RP-A2, Attendance of Reservists at Air University Courses, dated 3 Nov 54, is the cited directive.

Operation CIVIL

Each year as the Civil Air Patrol, civilian auxiliary of the U.S. Air Force, turns over a new leaf in the book of time it gives me greater satisfaction to extend to its more than 80,000 members my sincere appreciation for their outstanding devotion to duty.

As we celebrate the thirteenth year of CAP's founding just six days before Pearl Harbor, we can look back on a short but productive life. This year especially we can look back on 1954 as our greatest year of achievement.

In our program of providing aviation education for young people, in the International Cadet Exchange to promote international good will through aviation, in the program of summer encampments at Air Force bases for our cadets, in aerial search, in air support to Civil Defense, in fact in every phase of our overall mission the year just ending witnessed significant increases in our ability to perform the tasks asked of us by our country.

To you, the rank and file of the Civil Air Patrol—civilians, veterans, reservists and active duty servicemen, is due the credit for these accomplishments. They were made possible solely through the time and effort you unselfishly devoted to the cause of air supremacy.

Yours has been an important calling. In the months to come it will be even more important as the dangers which threaten us through the air increase. We must be ready and able to meet those dangers in the same medium through which they come—the air. I know you will continue to do your part.

Maj Gen Lucas V. Beau, USAF
National Commander
Civil Air Patrol



*Can light planes be of aid during all out mobilization?
The Civil Air Patrol set out to find the answer.*

AIR AID

WHAT CAN light planes flown by civilians do in time of atomic attack? Will the flivver planes be of any material aid in bringing assistance to a radiation-blasted city? Do they have any real operational capabilities?

These were the challenging questions Col Philip Neuweiler, Commander of CAP's Pennsylvania Wing, set out to prove on October 24.

Shortly after 0800 that morning a Piper Tri-Pacer landed at Philadelphia's Northeast airport. It was followed closely by other light planes. By 0835 collapsible antennas were up and "Keystone One Eight" was on the air both on HF and on VHF frequencies.

The first message went to Lansdale, Pa., where a complete 16-bed field hospital with portable operating equipment, light, power, and the necessary doctors and nurses to man it was loaded into light planes ready to take off. In less than two hours the hospital was set up in its own tent and the staff was

ready to perform medical assistance. As the last hospital airlift plane landed the word again went out by radio that the air was clear. Another Civil Air Patrol group in Allentown began taking off with a field kitchen, food and pure water enough for 500 people aboard. By noon hot chicken soup, crackers and steaming coffee were being served to all hands.

In all, several tons of equipment, more than 50 people and several hundred pounds of food and water had been airlifted into the disaster area, not by huge Globemasters or Packets, but by Piper Cubs, Taylorcrafts, Swifts, Stinsons, L-16's and Cessna T-50's—more than 70 of them from all over eastern Pennsylvania.

CAP was self supporting in every respect on the entire operation even to providing its own communications for administration, flight service and weather. The mission was flown with a perfect ground and flying safety record.

1. Federal Civil Defense Administrator Vol Peterson pays a surprise visit to the operation and tells Col Neuweiler, "You've got a real outfit."
2. The commander's own plane is loaded with food and water. 3. The portable operating table proved to be a big load for the Cessna 170. The largest planes used on the airlift were two, small, twin-engine Cessna T-50's, which ordinarily carry only four passengers and a pilot. 4. Loaded to capacity, the Colonel's Novion lifts slowly into the air. 5. Medical personnel of the Lansdale Volunteer Medical Unit manning the field hospital carry a "casualty" from the Ercoupe which airlifted him from a neighboring field. 6. A major operation was simulated less than two hours after the first plane carrying the field hospital took off from Lansdale. CAP proved to all the important role of light airplanes in mobilization.



1.



2.



3.



4.



5.



6.

pictures of the month



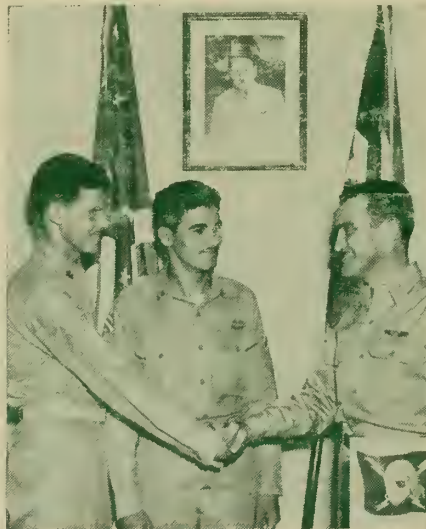
Four Perez brothers take the oath of enlistment into the Alama (Tex) Wing AFR, from Brig Gen J. H. Foster, CO, at Brooks AFB. The brothers all are veterans of the armed services, but had never served together while on active duty. They are (left to right) Manuel, Frank, William, and Ralph. As members of the Wing, they will stay current in their military skills.



When in Spain . . . The old adage was followed to the burnoose by CAP Exchange cadets and escorts during a visit to Granada. Seated (l to r) are Sam Kicksan, Ala; Bob Farrington, NY; Chap (Maj) I. Madara; Lt Col J. Dupree, La, escort officer; a Spanish officer. Standing (l to r) are Dick Gallant, Me; Jim Goodman, Tenn; Jael Schnur, NJ; two Spanish escorts.



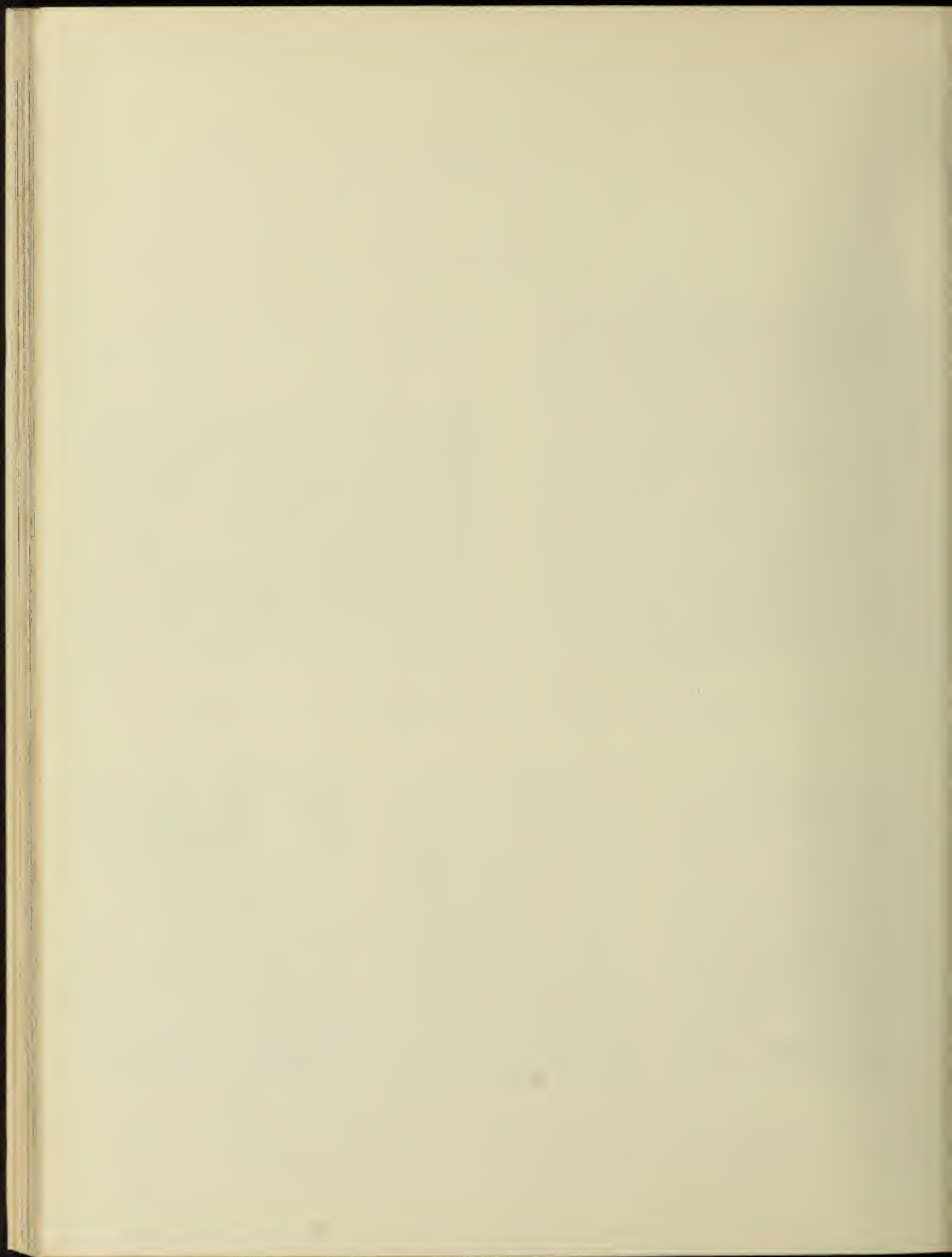
Nine lawyers, all of Detroit's 9607th AR Sq, were admitted to practice before the US Supreme Court. They are (top down left) Capt W. Weber; Lt W. Fard; Lt Col R. Rice; Capt R. Ballard; (rt) Maj M. Thomas; Capt W. Kaney, M. Regner; Majs A. Schahl, J. Giltner.

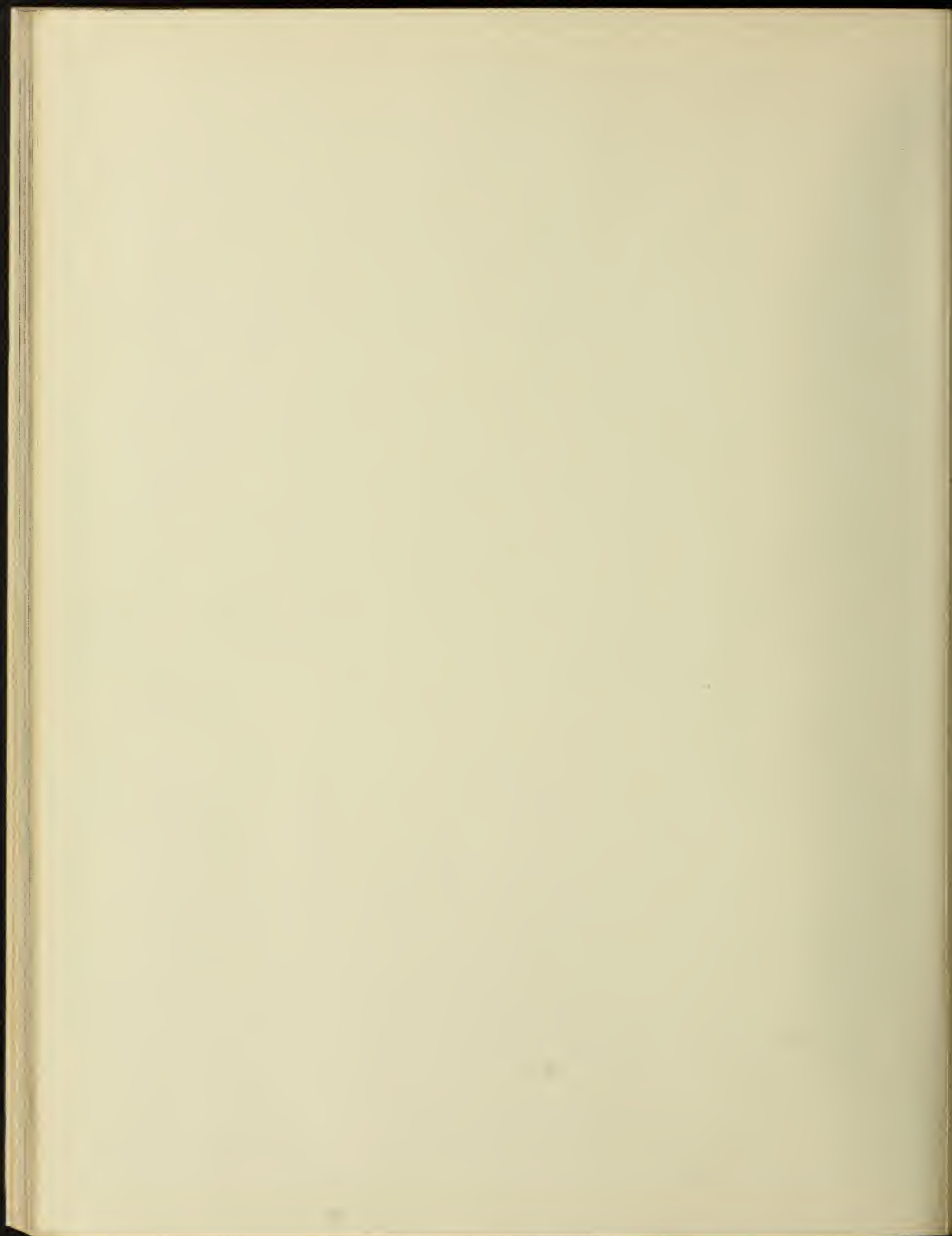


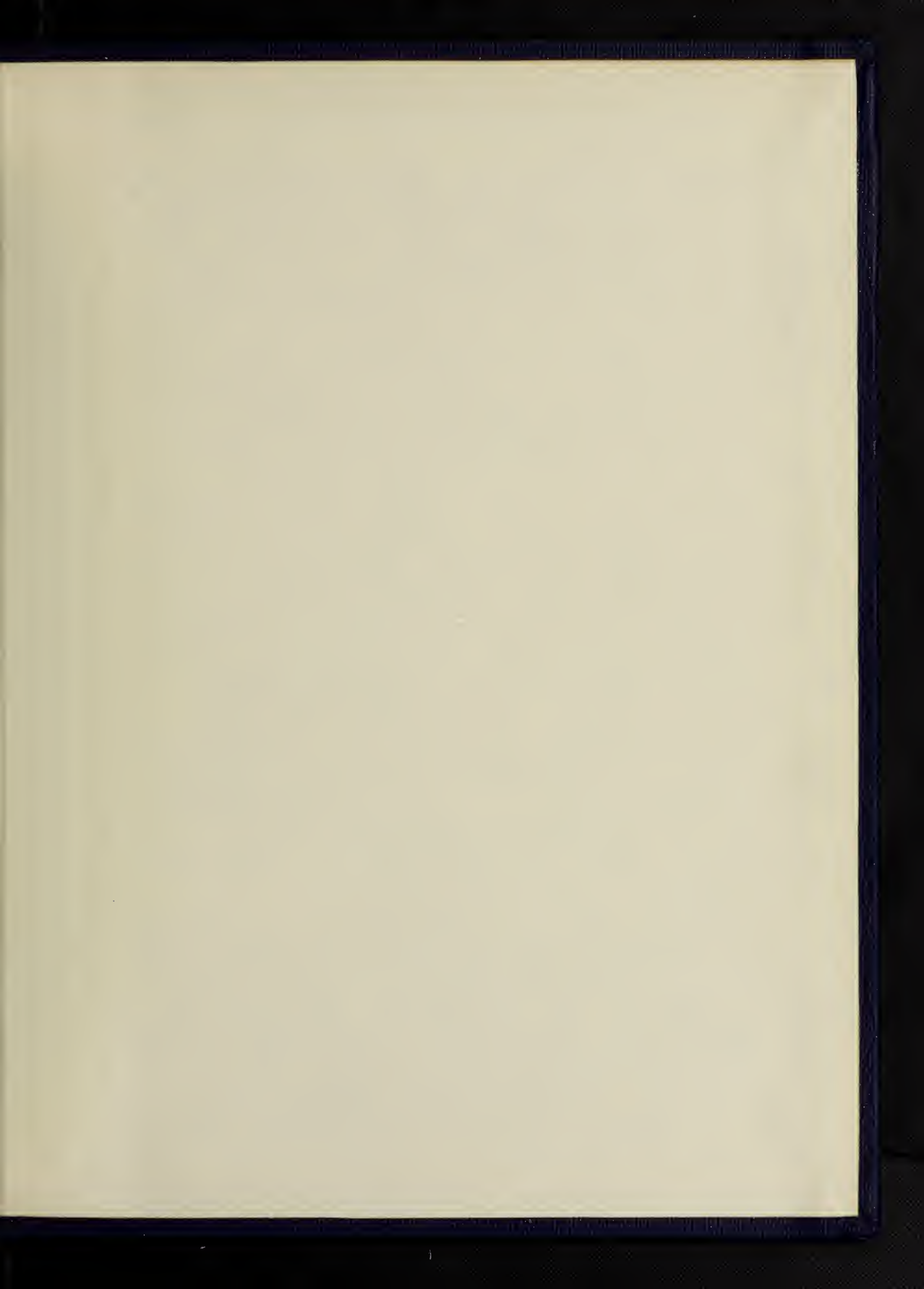
Lt Col Alberta Nida, CO of the 198th Fighter-Interceptor Sq, Puerto Rico ANG, welcomes Juan (left) and Angel Vazquez Melandez of Ria Piedras, into the squadron. They recently returned from Korea where both saw action, Juan in the Infantry and Angel as a Marine.



All pilots of the 107th Ftr-Bmr Sq, Michigan ANG, now are members of the "Mach Busters Club." Here, Maj Bob McMath, CO, presents a certificate of membership to Capt M. F. (Shabby) Read. Capts J. Stegeman and A. Brewer, other pilots of the Red Devil Squadron and smile approvingly.









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